

# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

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### BIRTHS:

On the 7th March, No. 1, Strathmillar Terrace, Hankow, the wife of A. R. BURTON-SHAW of a daughter, still-born.

On 20th March, at Kulangsu, Amoy, the wife of the Rev. REYNOLDS TURNER, M.A., Ch. B., London Mission, of a daughter.

On the 23rd March, at London Mission, Hengchow, Hunan, to Dr. and Mrs. E. C. PEAKE, a son.

On 25th March, at Hangchow, to Rev. F. W. and Mrs. BUNLE of the American Presbyterian Mission, a son, Frank William.

On 26th March, at Tientsin, the wife of JULIUS WOLBER, Imperial Chinese Telegraph Administration, of a daughter, both well.

On 27th March, at No. 14, Quinsian Road, Shanghai, the wife of S. E. SCHWARTZ, of a daughter.

On 27th March, at 328, Sikiang Road, Shanghai, the wife of CHARLES JEDICKA, of a daughter, (Alberte).

On the 27th March, at Hankow, the wife of Hugh E. RAMSEY, of a son.

On the 29th March, at Moksoam, Syed Alley Road, Singapore, Newton, the wife of G. Shallcross of a daughter.

On the 31st March, at the Hotel des Colonies, the wife of J. M. TAVARES, of a son.

On the 1st April, at Shanghai, the wife of Geo. MARCAI, of a son.

### DEATHS:

On the 26th March, at 102, Bubbling Well Road, Shanghai, ELSIE GRACE, daughter of Alex and Annie Ross, aged 3 years and 8 months.

On 28th of March, at Shanghai, SUSAN PERRY WADMAN, Relict of the late Edwin Wadman, of Ningpo, aged 67 years.

At Sourabaya, on the 30th March, James Charles Mitchell, Junior, eldest son of James Charles Mitchell of Singapore, aged 31 years.

At the Government Civil Hospital, on the 4th April, HAROLD F. PIPER. Aged 36 years.

much heart-searching has been occasioned in Manila by the action of the China Navigation Company of Hongkong, of which Messrs. Butterfield and Swire are the managing agents, in reducing the freight and passenger rates between Zamboanga and Hongkong and Sydney. Under the new conditions it will be possible for shippers in Zamboanga to send their products to Hongkong at rates twenty-five per cent. cheaper than they can send them to Manila, while the round trip between Zamboanga and Hongkong will cost about 60 per cent. less than the trip to Manila. In other words, although Hongkong is 600 miles farther from Zamboanga than Manila, the freight and passenger charges will be very considerably lower, and merchants will have the advantage of dealing directly with one of the great shipping centres of the Far East. The immediate outcome of the enlightened policy adopted by the China Navigation Company can easily be forecasted. The merchants of Zamboanga, which forms the outlet for the produce of the Moro province, and includes a large share of the trade of Iloilo and Cebu, are not likely to pay the exorbitant demands of Manila shipping companies when they are provided with a regular and fast service to Hongkong and Sydney by a competing line. It is little wonder then that Manila merchants are indignant at the short-sighted and narrow policy of the shipping firms which operate boats between Manila and the principal ports of Mindanao. What is Manila's loss, however, will prove to be Hongkong's gain, and in the end it is bound to lead to closer ties between the two colonies of Great Britain and the United States. Already there are signs that the interests of Hongkong and the Philippines are very intimately allied, particularly in the shipping trade; and now it would seem that Australia is likely to become another factor in the prosperity of the archipelago. There is at present in Manila an Australian Commissioner who frankly states that he is spying out the land with the object of learning what markets are open to Australian products in the Philippines. With a direct port of call from Australia, the possibilities of Zamboanga as a distributing centre are greatly increased, and it is claimed that the enterprising Australians will be in a position to supply the people of the Moro province with fresh meat, vegetables, fruits and food stuffs of all sorts cheaper than they can obtain them from Manila. Furthermore, the Manilans can set the day when the people of Zamboanga will visit Hongkong in preference to Manila, when they are overburdened with money, or desire relaxation and rest. It is a pretty picture from the Hongkong point of view, and it only remains now to discover how far it will come true.

SATURDAY, APRIL 8, 1905.

六拜禮

號八月四英港香

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with interests or investments in Macao who will be the first to appreciate the convenience of the branch office; its work will include the general routine of banking business, advances on securities, shares, mortgages, etc., and the issue of drafts on the Macao office. Looking at the urgent need there was for such an institution in Hongkong, the success of the branch, vested as it is in the hands of an old firm of good repute like that of Messrs. Rozario & Co., is assured beyond question.

### TELEGRAMS.

"HONGKONG TELEGRAPH"  
SERVICE.

Opium for China.

[From Our Own Correspondent.]

BOMBAY, 5th April.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 237 chests of Malwa opium. Prices are as follows:—

Malwa (New) ... Rs. 1,500  
(Old) ... " 1,380  
(Older) " 1,800  
(Oldest) " 1,080

### THE WAR.

#### RUSSIANS CONCENTRATING

AT KIRIN.

Mr. M. Noma, Consul for Japan, forwards us the following telegrams:—

Tokio, April 1st, 5.40 p.m.

The report received on the 31st March says that a native coming from the direction of Hailung, which is 87 miles south-west of Kirin, states that the Russians and Chinese under Colonel Maditoff retreated northward from the neighbourhood of Hailung and the enemy are now concentrating at Kirin.

### NEW EXCHEQUER BONDS.

Tokio, April 1st, 7.10 p.m.

The subscriptions for the new exchequer bonds of one hundred million yen aggregate about five hundred millions whereof seventy millions are above the issue price.

### SANITARY BOARD.

4th inst.

The usual fortnightly meeting of the Sanitary Board is being held in the Board room this afternoon when the following business is down for transaction.

### THE CEMETERY BYE-LAWS.

The Hon. Principal Civil Medical Officer was directed to inform the Board that His Excellency the Governor is not prepared to agree to any amendment of the Cemetery Bye-laws, Nos. 4 and 14, on the lines indicated by the Board's resolution of March 21st, 1905. There was no formal reply from the Hon. the Colonial Secretary, but simply a minute addressed to him as President instructing him to convey to the Board the purport of certain minutes by His Excellency the Governor and the Colonial Secretary.

### CHINESE TRANSLATIONS.

The Hon. Registrar General submitted a minute relative to the furnishing of Chinese translations of letters by the Board to Chinese.

He stated that towards the end of last year there was a discussion at a meeting of the Board as to the furnishing of translations of letters written by the Board to Chinese.

Nothing was then said about such a thing, but he had since been told that a stamp in Chinese

is affixed to each letter sent to Chinese telling them to apply at the Board's office if they want it interpreted.

He had seen numerous letters from the Sanitary Department to Chinese, but he had never yet seen this stamp affixed, and he learned from inquiries he had made that

it was not on every letter. If the present procedure was to be adhered to it would be

advisable (1) to have the notice printed on the letter paper, (2) to alter the notice to read

"an explanation of this letter will be given on application at the Board's Office, or at a District Office, between the hours of 9 a.m. and 12 noon."

People should not be compelled to come to the Central office from Kowloon, Causeway Bay, or Kennedy Town, (3) There

should also be a notice in English to the effect that "District inspectors are directed to explain this communication," (4) The instructions to these inspectors should contain an instruction that it is part of their duty to explain these letters, and a fixed time should be given when the inspectors should be in attendance at their offices.

Mr. A. Runjahn, inducted.—All notices should be translated similar to those for filing up rat runs.

Mr. Lau Chiu Pak inducted:—I agree with the Hon. the Registrar General. All the inspectors should be instructed to explain when asked. I may say that in the majority of cases people are prosecuted and fined more for ignorance and want of explanation than for wilful negligence or non-compliance.

### PUBLIC WATER SUPPLY.

The Government Analyst submitted his report on samples of water taken from wells at Pokfulam, Tyham, Cheung Sha Wan and Kowloon, all of which were found of excellent quality.

### LIME-WASHING.

For the fortnight ending 28th March, the report showed that 3,318 houses were lime-washed, under the supervision of the Sanitary Board's officers.

A DISCOVERY of mineral which a Manila paper says may mean a great deal to those islands is reported by Albert Wright, the well-known prospector and mining man. The report which Mr. Wright brings is not of the Golconda variety which tells of gold to be picked up in nuggets big as a man's head by any one who may come along. He simply says that he has struck gold in good paying quantity, \$50 to the ton, and that there is money in it.

### The Hongkong Telegraph

MAIL SUPPLEMENT,  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, APRIL 8, 1905.

### SPORT IN HONGKONG.

(3rd April.)

The increasing interest which is being manifested in sport by Hongkong residents was clearly evidenced on Saturday when something like 1,500 people attended a football match between soldiers and sailors of the port. Such was the interest displayed in the event that even His Excellency Sir Matthew Nathan and His Excellency Sir Gerard Noel were present. It is a healthy sign when recreation which imposes so much demand on the calibre and stamina of the men attracts so much attention from all and sundry, and is patronised by the highest representatives of the Crown in Hongkong. It may be argued that it would be for the better if everybody exercised their muscles instead of tamely watching a couple of "eleven" contesting every inch of ground, but, even admitting that the fact

The question of the registration of partnerships crops up with unfailing regularity at periodic intervals. The Courts, finding it almost impossible in the absence of registration to assign responsibility where it is due, have frequently expressed the opinion that measures should be adopted whereby the guilty parties in the case of fraudulent bankruptcy, for instance, should be brought to book. But the framing of a Bill to attain such an end has been found to be hedged about with so many difficulties that a workable measure, which would meet the objects of merchants without hampering trade or preventing the introduction of capital into established businesses, has been almost given up as hopeless. The Chamber of Commerce in Singapore has again had the subject under consideration, and at the annual meeting held the other day, the Chairman alluded to the many attempts which have been made to enforce registration, or, at least, to draft such a measure as would meet the requirements of trade. At various times since 1885 the subject has been before the Government, but as yet nothing has been done. Correspondence has taken place with the Hongkong Chamber on the question, but it was learned that the local members were averse to registration on three grounds—the difficulty of getting the true names of the partners, every man, woman and child in Hongkong uses over 13 gallons of water a day,

## THE NATIONAL BANK OF CHINA, LTD.

INTERESTING APPLICATION IN COURT.

5th inst.

TH. H. M. F. H. Sharp and Mr. H. N. Ferrers were engaged in an interesting application before the High Court at the Supreme Court this morning, when the former (instructed by Messrs. Denton, Lunken and Deacon) applied on behalf of the National Bank of China Limited for leave to amend the statement of claim filed by them in an action brought against Messrs. P. Lemaire & Co. as acceptors of a bill of exchange, arising out of certain transactions in connection with the firm of Messrs. Edward Pirie & Co. Mr. Ferrers, who held a brief as Counsel for Mr. F. P. Heitt (Mr. G. K. Hall Brutton's office) on behalf of the defendants, opposed the application which had been adjourned from Chambers into Court.

According to plaintiffs' Counsel, in December of 1903 Edward Pirie & Co. then in liquidation, owed the National Bank of China Ltd. a large sum of money, something in excess of \$10,000. The Bank was at that time pressing a Mr. J. S. Plant, the liquidator, for payment, and on the 18th of the month he (Plant) gave to the bank a bill of exchange for \$10,000 drawn on the defendants to order of the company in liquidation, payable in three months. The bill of exchange was duly endorsed by Plant, to the bank and was accepted by the defendants and the bank became holder in due course. It fell due on the 21st March, 1904, but was not paid. Plant informing the bank that the defendants wanted an extension of time till the end of the following May. To this Mr. Playfair, the manager, agreed conditional upon defendants admitting their indebtedness to the bank and giving them a promissory note as proof of such admission and by way of further security. On the 3rd June the promissory note fell due and this also is unpaid. The bank therefore held the bill of exchange and the promissory note.

Mr. Ferrers intimated that defendants resisted the amendment (which was to add a claim against defendants as acceptors of the bill of exchange) on the grounds of undue delay and because, if allowed, it would put them in such a position that they could not obtain recompense by any order as to costs.

The Chief Justice.—It seems to me an amendment should be made, if necessary, to bring out the real question at issue.

Mr. Ferrers wished to know why did not they require the amendment nine months or a year before. The statement of claim was perfectly simple. They state 'there is the promissory note.' The defendants say there is no consideration and the promissory note is invalid because it fails in comply with the requirements of the Stamp Ordinance inasmuch as it was altered by changing the payee's name, after being negotiated and was not re-stamped. The plaintiffs refused to sue upon the previous security and now, after the pleadings have been closed and evidence has been taken on commission, desire to claim upon the bill of exchange.

The Chief Justice.—They are not amending; they are changing—making a fresh action.

Mr. Ferrers.—We say they cannot do it, that there must be a finality in these pleadings. If the bill of exchange had been originally sued upon in October last we could then have paid the plaintiff's claim and had recourse against the drawer, who has now gone bankrupt?

His Lordship.—Suppose I refuse the amendment can they sue you on the bill, and will it be any defence to you that the drawer is bankrupt?

Mr. Ferrers.—This bill has never been presented. Edward Pirie & Co. are now bankrupt. There were assets of the firm in Hongkong at that time and now there are none. Edward Pirie & Co. were then in a state of liquidation.

After many authorities on the point had been quoted his Lordship said the principle was laid down that an amendment ought to be allowed if it would succeed in bringing out the real question at issue between the parties and in avoiding the complexity of the suits. It should be refused if by the amendment the defendants would be placed in a position for which they cannot be compensated for costs.

Mr. Sharp drew attention to several points of fact, observing that the application was made under section 186 of the Act which made it obligatory upon the Court to make such amendments as may be necessary to determine the real question in controversy between the parties. He proceeded to outline the case as mentioned above and said that, so far as the question of stamping was concerned that was a technical point and would be swept away, while the point as to no consideration would be overwhelmed by the evidence of the bank that they were owed \$4,000 or \$5,000, and that the documents were given as payment of the indebtedness of the bankrupt.

In the course of further discussion Mr. Sharp said they would be able to prove that the firm of Pirie and Co. was insolvent from the beginning and the only evidence before them at present was that of Mr. Plant, who stated that at the time the \$10,000 bill was given, it was the sole asset of the firm.

His Lordship granted the application on the terms that plaintiffs pay the costs of same.

## MR. JAS. CHRISTIE'S AFFAIRS.

## BANKRUPTCY PROCEEDINGS.

6th inst.

At the Supreme Court this morning the public examination of Mr. James Christie, lately trading as hotel proprietor at the Metropole Hotel, Shaukiwan Road, came before His Lordship the Chief Justice.

Mr. G. K. Hall Brutton appeared on behalf of the debtor, while Mr. M. J. D. Stephen represented the Victoria Dispensary, Mr. F. B. L. Bowley (Messrs. Denney and Bowley) appeared in the interests of Messrs. Raddecker & Co., and Mr. H. G. C. Bailey (Messrs. Johnson, Stokes and Master) was present on behalf of Messrs. MacEwen, Frickel & Co.

Debtors, examined by the Official Receiver (Mr. G. H. Wakeman), said he was a hotel proprietor, lately carrying on business at the Metropole Hotel and formerly at the Bay View Hotel and the Praya East Hotel. In December, 1903, he commenced business on his own account, and prior to that date was the licensee of the Praya East Hotel where he was paid a salary of \$150 a month with everything found. He commenced his business at the Bay View Hotel with a capital of \$3,500, and, with Mr. Downs as a partner, took over the premises, from Mr. J. W. Osborne at a valuation of the furniture and license, Mr. Downs finding about \$600 as his share of the partnership. The business was carried on until March of last year; then, owing to sickness Mr. Downs had been obliged to retire from the partnership in the year previous and was paid \$1,000 for his share of the business. When they commenced the partnership, both put in about \$900 each. Debtor knew all along that the Bay View Hotel was not paying, and on his partner leaving in April, he was obliged to put a manager in to look after the place while he went and took charge of the Praya East Hotel which he took over from Mr. Walpole on payment of \$1,630 on account and on the understanding that the licensing fee was increased during the

year. Mr. Walpole would again take over the house. As a matter of fact in November the fee was raised from \$600 to \$1,800. Nearly all the summer of 1903 he was losing on the house. At that time Mr. M. Collins managed the Bay View Hotel and debtor visited the place twice or three times a week. In December Mr. Collins left and debtor went and took charge of the premises. He had been paying Mr. Collins \$150 a month. Mr. Hoggett was then put in charge of the Praya East, and in March of last year, the Government took over the Bay View Hotel in order to convert it into a police station, and debtor moved into the Metropole Hotel, and had to pay at \$1,800 for putting the place in repair, besides getting new furniture and bringing the old from the Bay View Hotel and the Praya East Hotel. He considered that, on an average, the monthly takings at the Metropole Hotel were between \$2,000 and \$3,000. He remained there until November, and although at the outset he did not expect the place would pay, he did not consider he had had a chance to get it going properly. In June a bill of sale, for \$2,500 was given on the future. At the present time, his liabilities amounted to \$1,073, one item of \$7,042 being due to Messrs. Price and Co., for wines supplied to the Metropole and the Bay View Hotels in 1904. There was also an account of \$1,800 due to a Chinese firm for alterations to the Metropole and furniture, etc. supplied. His personal expenditure was about \$50 or \$60 a month. All the money he had was lost in the business. He was a married man.

Mr. Stephens.—When you left the Bay View Hotel go to the Metropole how much were you in debt?

Mr. Christie.—I don't know; I could not exactly say.

But you surely know somewhere near the mark how much was it?—I don't know, sir, how much it was.

You kept books of some sort, I suppose?—My clerk kept the books.

Under your directions, I suppose?—Yes, but I supervised them.

How much did you owe, when you left the Bay View Hotel?—Somewhere about \$3,400.

If you owed money at that time why did you go on?—Because I had the promise of a man coming into partnership with me and bringing \$15,000 into the business. He did not turn up, and failed to keep his word. I have letters in my pocket now which if I can show his Lordship.

Debtor admitted that he did not keep a cash book although he had a petty cash book, monthly accounts and so on which showed receipts and payments in full.

Mr. Stephens reminded him that they did not show details of the transactions and Mr. Christie replied that he did not keep an account of every separate transaction over the bar; they were included in the day's takings. Mr. Stephens pointed out to him that there were such entries as Dairy Farm, Price & Co., Raddecker and Co., and so on. What did they mean, he asked. Debtor replied that the Dairy Farm was for milk, Price and Co. for wines, and so on.

Mr. Stephens.—You stated that you owed \$2,400 when you transferred your business to the Metropole, and on the 11th August, 1904, you wrote a letter to the Victoria Dispensary in reply to an application for payment stating that you were sorry to say that you were unable, for at least ten days or more, to settle part of the bill, and that you had been greatly disappointed over a draft of money from London. What is that draft you refer to?—From my partner who was going to let me have this money.

On October 13, you say, "I am incurring no new debt." Did you incur any more after this date?—No, sir, not that I am aware of. I don't say that I did not with anyone else. I am referring to the Dispensary.

But you say, "I am incurring no new debt." That refers to the Victoria Dispensary.

His Lordship—I take it he means he was not incurring any more debts with the Dispensary.

Mr. Stephens.—When did you run debts up to?

Debtor.—Up to sometime in October.

When did you take your bankruptcy proceedings?—Sometime in March.

Between October and March, what were you doing? Were you carrying on business?—No.

What did you do there for?—For matrimonial reasons of my own, and I don't think it is necessary to state them in Court.

Do you reside with your wife at the present time?—I do not.

Do you make her any allowance?—I do not think that question ought to be asked. My wife is in the Colony.

At the time you were negotiating about the Metropole you had an offer of \$4,000 for the hotel, and knew you were in debt all round?—Yes, sir.

Why did you not accept the offer?—Because this other man offered an amount that would clear the debts.

Don't you think it would have been the proper thing for the benefit of all your creditors to accept the \$4,000 and pay up all your debts?—It would have been for the creditors and myself, but I went by the man's word as a gentleman.

His Lordship—it was evidently a firm offer and he (debtor) must have believed it to be a good business which had to be worked up.

Mr. Stephens, in re-examination?—You say you paid into the account all sums you have taken in boxing contest. Have you put them in the account?—I have put them in the account. I did not put them in the business account because they did not belong to the business. I paid the money into the bank.

It is in the bank, but the accounts are not put in the account?—Yes.

Are there any other sums you have not itemised?—No, sir.

Have you sent any money away to anybody (the debtor)?—The only draft is the one I sent to my wife.

Mr. Bowley, in re-examination.—About your bank debts how much do you think can be realised?—I think it could all be realised from the people in town. When the people knew I was bankrupt they would not pay. Most of the people that the child belongs to are in town.

After a few more questions had been asked and answered the examination was closed and debtor was subsequently adjudged bankrupt.

Did you put that in your accounts?—No. You say you gave your wife £3 a month.—Yes.

Up to July last year?—October.

Have you given anybody else any money besides your wife?—No, sir.

Not?—No.

Have you given any money to any female?—No.

No?—No.

Not to anyone?—Not to anyone.

No allowance?—No.

Of any sort?—No.

You answer me to that effect?—I am answering the truth also, you don't think I would come here and take the chance of going through bankruptcy if I could pay people?

Answer the question?—I am answering the truth.

After further examination, Mr. Stephens asked was it not \$6,000 you owed when you took over the Metropole?—I don't think so.

Have you any proposal to make in reference to these debts?—None at all. I have absolutely nothing. I have nothing myself; not a cent.

Can you make any proposal for the creditors?—Nothing; what can I do with \$1,50 to £200 a month what proposition can I make?

I may be here months before I get a job.

In reply to Mr. Bowley, the debtor said that since taking over the Bay View Hotel he had a chance to get it going properly. In June a bill of sale, for \$2,500 was given on the future. At the present time, his liabilities amounted to \$1,073, one item of \$7,042 being due to Messrs. Price and Co., for wines supplied to the Metropole and the Bay View Hotels in 1904. There was also an account of \$1,800 due to a Chinese firm for alterations to the Metropole and furniture, etc. supplied. His personal expenditure was about \$50 or \$60 a month. All the money he had was lost in the business. He was a married man.

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Can you make any proposal for the creditors?—Nothing; what can I do with \$1,50 to £200 a month what proposition can I make?

I may be here months before I get a job.

In reply to Mr. Bowley, the debtor said that since taking over the Bay View Hotel he had a chance to get it going properly. In June a bill of sale, for \$2,500 was given on the future. At the present time, his liabilities amounted to \$1,073, one item of \$7,042 being due to Messrs. Price and Co., for wines supplied to the Metropole and the Bay View Hotels in 1904. There was also an account of \$1,800 due to a Chinese firm for alterations to the Metropole and furniture, etc. supplied. His personal expenditure was about \$50 or \$60 a month. All the money he had was lost in the business. He was a married

## HONGKONG SHIPPING.

## PROSPECTS FOR THE YEAR.

A SHIPBROKER'S OPINION.

## CHING MING FESTIVAL.

## OPENING DAY IN HONGKONG.

A GLIMPSE OF THE CHINESE RITUAL.

5th inst.

The latest statement of charters effected with vessels trading on the China coast, issued by Mr. E. C. Ray, shipbroker, Hongkong, affords some idea of what may be expected during the year in the shipping trade. In conversation with a representative of the *Hongkong Telegraph*, Mr. Ray referred to the rate obtained for rice freight from Saigon to Hongkong. The *Tanglin* had obtained 13 cents per picul, which is lower than the general figure.

## THE RICE TRADE.

"The reason is," said Mr. Ray, "that all the rice in Saigon has been bought up, mainly for the Japanese, and every one of the mills in Saigon is going night and day to meet the demand. A considerable quantity of the rice will go to the Philippines. The rice that goes to Japan is not for immediate use; it is kept and stored, no doubt for war purposes. The Japanese have been doing that since the war began. In Hongkong there has been a fair demand for rice which it is intended to dispose of in Japan; but that rice has come from Bangkok, Saigon and Haiphong. The export trade in rice begins early in March, and in a week or two it will not be of much account; prices are low and there is very little going on. With regard to the Philippines, I have been fixing prices at 36 to 30 cents per picul, that is a paving price; but it will go off again in a couple of weeks. Two big steamers to carry 50,000 piculs have been chartered at 30 cents per picul, but that is nothing exceptional—indeed, it is not quite good enough, for this market."

## NEWCHWANG TRADE.

Questions were asked on the subject of the Newchwang trade. Mr. Ray said that he did not look forward to very bright prospects from that quarter.

"This year a lot of steamers have gone up to Newchwang with produce," he said; "but these boats are finding it very difficult to get any cargo back and you cannot make a quotation from Newchwang to Canton at something like 45 cents per picul. It immediately rose to 60 cents. This year, however, boats have been chartered from Newchwang to Swatow—and the same price applies in Hongkong—at 23 cents. But you cannot get 20 cents to-day."

## LAST YEAR'S CONDITIONS.

In this connection it should be borne in mind that the conditions prevailing at Newchwang in April last year were vastly different from what they are to-day. Then Newchwang was in the possession of the Russian troops; the sea in the vicinity of Newchwang was heavily mined; floating and submarine dangers everywhere abounded, and in taking cargoes for that port shipowners had to consider the possibilities of destruction before Newchwang was reached, and the probability of capture by the investing Japanese squadrons. In addition to that, there was an exceeding scarcity of tonnage, so that the reason for the high rates prevailing is obvious. Even now, it may be taken that the rate of 30 cents per picul is quite 25 per cent above the average price ruling before the outbreak of hostilities.

Mr. Ray stated that last year at this time the rate from Saigon to Hongkong was 24, 24 and 25 cents per picul, which, he remarked, showed that there was good business being done. This year prices are lower.

## COAL CHARTER.

With regard to the subject of coal charters it was pointed out that, according to the report, \$1.40 per ton was paid to the *Stanty Dollar* from Moji to Hongkong.

"The Japanese Government have stopped the indiscriminate shipments of coal from Moji to foreign countries," said Mr. Ray. "All the better class of coal is being kept in the country, no doubt for the use of the Government warships, transports, etc. The Government have not interfered with contracts, however. It cannot be said that \$1.40 per ton is a good rate; indeed, on the contrary, it is a low figure. We had it at \$2.80 and \$3 for a time, but the immense tonnage which has been coming out here all the year has been responsible for a reduction in the rates. These boats are glad to get anything they can find in the way of cargo, and rates are cut down to next to nothing. In the north of China there has been a lot of charters going about for small steamers mostly for the Japanese account. That has taken the steamers capable of carrying about 25,000 piculs off the market, but there are still plenty of big steamers looking for charters."

## HONGKONG PROSPECTS.

The interviewer asked Mr. Ray whether, in his opinion, the prospects of the Hongkong shipping trade for 1905 could be considered favourable.

"Everything depends upon affairs in the North," Mr. Ray replied. "In the event of peace being declared, you will find the place crowded with shipping which have no charters and are willing to take anything that comes along. There are about 120 Norwegian ships alone in the East. At present they are engaged in the Japanese trade, and so long as the war continues they are not likely to enter into competition with local boats, but should peace arrive there will be another story in tell; we shall be overwhelmed by the tonnage of these boats, and it is difficult to say what will happen. But it is too early yet to forecast the prospects of the year. We can only wait and see how matters turn out."

## NEWCHWANG OPEN.

It should be noted that the Liao river has been opened to the trade of all nations by Japan, and that 22 vessels were at Yingkow, the port on the part of Japan, indicative that she is prepared to keep her promises, has gained the endorsement of all merchants trading on the Liao.

## PRESENT CONDITIONS AT PORT ARTHUR.

The *Chiefoo Daily News* states that late arrivals from Port Arthur report that the whole railway line from Port Arthur to Dalny was in complete working order more than a month ago. The Japanese are using their own locomotives and carriages, and the railway gauge has therefore been narrowed along the whole line to fit the Japanese material. To the north-east of the fortress they have been busy lately exploding Russian landmines. All the golden Russian eagles have been removed from the hulls of the sunken warships. More diving material has been received from Dalny, but so far no attempt has been made to raise or repair the Russian ships. Japanese workmen are actively clearing up all the old stuff lying about in the dock-yard. A great quantity of old clothing and mattresses has been collected from different parts of the town and has been burnt. Outside the town the Japanese are now collecting the bodies of the soldiers who fell during the siege, which they pile together in great squares near the village of Sulishiye. Kerosene is poured over the ghastly pyres and they are then set on fire. The Chinese now living in Port Arthur are reported to be anxious to get away from the town because of the constant rumours abroad amongst them to the effect that the Japanese have lost Liayang.

## CHING MING FESTIVAL.

## OPENING DAY IN HONGKONG.

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in which the remains are interred. In other words, if a family has an unlucky year, it would not be considered strange to attribute the misfortunes to the ground where the spirit lay, and in that case the bones would be exhumed and removed to a lucky spot with good *fengshui*. All seems very grotesque and bizarre to the stranger this Ching-Ming Festival, but it is invested with the most solemn significance for the devout Chinaman.

## SHANGHAI AND HONGKEW WHARF CO., LTD.

## ANNUAL MEETING.

The annual meeting of the above Company was held at the offices of Messrs. Jardine, Matheson & Co., Shanghai, on Wednesday afternoon, Mr. H. Kewick in the chair.

The Chairman said that the report and accounts having been in the shareholders' hands for some time would, with their permission, be taken as read. He hoped they would find them satisfactory. The balance at the credit of profit and loss account was Tls. 190,255 and when it was noted that the large overdraft at the Hongkong and Shanghai bank and the loans from the general manager were practically wiped off and in future the heavy charge for interest would not be incurred as it had been in the past, it would, he hoped, be recognised that the company was now in a sound financial position with a good earning power. Further large sums would have to be sent in securing adequate accommodation for their ever-increasing business, and although they had at the credit of the Building reserve account Tls. 187,210, still that and even perhaps larger sums might be required in rendering their property fully up to date in every particular. It was the intention of the general manager, with the approval and advice of the board of directors, and he hoped, with the shareholders' approval, to gradually continue work which would render their property fully remunerative. Various sums would be spent in putting up godowns, etc., to give vessels every facility for the landing and handling of cargo, so that in the course of a very short time their wharves would be second to none and thereby bring in a still more enhanced revenue. The Tungkado property had for a long time lain idle. Certain sums had been spent in making wharf accommodation there. During the year under review special pains had been taken to arrange for their Chinese constituents becoming acquainted with that property, and the storage facilities and wharf. They had obtained such a quantity of raw cotton that the godowns were full continuously during the cotton season. 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While this work was in progress further undermining evidently took place, and the staging went out from below, putting about 120 ft. of staging or more into deepwater. There was a godown near, which the general managers had already sold for old material and it was full continuously, during the cotton season. The work was not remunerative beyond paying interest on the outlay because this property was such a long way off and people had not been accustomed to going there; as they knew it was very difficult to overcome our "olo" custom. They had managed to overcome it to a certain extent and had now got a considerable amount of business at Tungkado. A very regrettable incident occurred shortly after the initiation of their business there. A portion of their wharf was undermined by the vagaries of the tide which ran up and down there with tremendous force. The first indication of any trouble was the setting out of the top of the wharf. 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## CHINESE ENGINEERING AND MINING CO.

## JUDGMENT FOR THE PLAINTIFFS.

## JUDGE'S STRONG REMARKS.

Mr Justice Joyce, sitting in Court III. of the Chancery Division on 1st ult., delivered his reserved judgment in the case of "Chang Yen-mao v. Moreing and Others." The trial occupied his Lordship 15 days, and has already been reported by us. The plaintiffs were his Excellency Chang Yen-mao and the Chinese Engineering and Mining Company, of Tientsin, and they sought as against the defendants, Mr. Charles Algernon Moreing, Messrs. Bewick, Moreing & Co., and the Chinese Engineering and Mining Company, Limited, a declaration that a memorandum, dated Feb. 19, 1901, signed by Mr. Herbert Hoover, the Chevalier de Wouters, Chang Yen-mao and Mr. Gustav Detring, was binding on all the defendants, and for an order for the carrying into effect of the provisions of such memorandum.

The memorandum provided for the appointment of Chang as director-general of the defendant company for life, and for the constitution of a Chinese Board. Mr. Lovett, K.C., Mr. Gill, K.C., Mr. Younger, K.C., and Mr. G. Lawrence appeared for the plaintiff; Mr. Hughes, K.C., Mr. Rufus Isaacs, K.C., and Mr. G. F. Hart, for the defendants; C. A. Moreing and Bowick Moreing and Co.; and Mr. Haldane, K.C., Mr. W. F. Hamilton, K.C., and Mr. Vernon for the defendant company.

In delivering his judgment, Mr. Justice Joyce said:—

This is an action by His Excellency Chang and the Chinese Mining and Engineering Company of Tientsin, whom I will call the Chinese Company, asking for a declaration that a certain document called the memorandum of Feb. 19, 1901, is binding on the defendants, and an order for the carrying into effect of the provisions of such memorandum. Alternatively, and in the event of such memorandum being held not to be so binding, for either a declaration that a certain other document called the transfer of February 19, 1901, was obtained by fraudulent representations, and fraud of the defendants or their agents and ought to be set aside, and an order that the same may be set aside accordingly, or a declaration that the defendants are not entitled to retain the benefits of the said transfer, except on the condition of making good to the plaintiffs the obligations imposed by, and performing the provisions contained in, the said memorandum. Then there is a general claim for damages. The transfer is a document which was drafted in English by Mr. White Cooper, a solicitor in Shanghai, brought over to Tientsin for the purpose. It is in the form of an indenture, expressed to be made between the Chinese Company, his Excellency Chang, as the director-general of all the mines in the Provinces of Chi-li and Jehol, and director-general of the Chinese Company, and Gustav Detring, a director of the same company, of the first part, Mr. Hoover, as agent of Moreing, of the second part, and the defendant company of the third part. It contains recitals of, among other things, a certain agreement of July 30, 1900, and purports to be a conveyance in pursuance of that agreement of the mines and property of the Chinese Company to the defendant company. No consideration was expressed, but it contains an undertaking by the defendant company to assume the liabilities of the Chinese Company and indemnify such last-mentioned company therefrom. As to the nature, extent, and enormous value of the property comprised in this transfer I may refer, without reading it, to the speech of the chairman of the company at the extraordinary general meeting of that company held on July 16, 1901. A Chinese translation of this document, the principal party to which was his Excellency Chang, who cannot speak English and must be ignorant of our statute law in reference to joint stock companies and English law generally, was made; and both the Chinese version and the English version were executed by the parties thereto other than the defendant company, being sealed with the official seal of his Excellency as director-general of the mines in the province, and so representing the Chinese Government, and with the official seal of the Chinese Company. The place of execution was Tientsin. I do not know whether this document of itself operated as a conveyance of immovable property in China, *secundum legem domicili*. I have some reason to suspect that it did not; and I observe that the third clause, according to the English version, provides that "the Chinese Company and his Excellency and Detring hereby agree with the defendant company to sign all other documents, and do all other acts that may respectively be required for completing the transfer to the Chinese Company of all the properties hereby agreed to be transferred." I have not been informed, however, what is the law of China with reference to any of the matters in question in this action. None of the parties has offered any evidence or made any allegation on the subject, though I have from time to time suggested that it might be required to be considered and have rather invited argument upon it.

The transfer was the outcome of protracted discussion and negotiations for the formation of the Chinese Company into what I may call an Anglo-Chinese Company to be formed in England, the principal object in view being the better protection of the property of the company in the disturbed state of the country caused by the Boxer riots, and also the introduction of foreign capital for the development and more advantageous working of the mines. The parties between whom such negotiations took place were the defendant Moreing and his firm on the one side and on the other his Excellency Chang and the Chinese Company. His Excellency was from time to time assisted in the matter by Mr. Detring, a foreigner who had been long resident in China and had held some considerable office in the Chinese Customs. Various stipulations had from the first been made by his Excellency in reference to the constitution and administration of the proposed company into which the Chinese Company was to be transformed. In particular it had been contemplated all along and definitely agreed that the capital of the new company should be £1,000,000 in £1 shares, and that of these £375,000 should go, quite properly, to the shareholders of the Chinese Company as the price or part of price of the property, subject to encumbrances that were to be taken over. There were to be two boards of directors, one in China and one in London. The management of the property in China was to be in the hands of his Excellency, who was to be director-general as before in general charge of affairs. The defendant company was registered on Dec. 21, 1900, by the Moreings, or a certain Oriental Syndicate which Mr. Moreing had associated with him in the business, and to whom he in some way turned over the formation of the company, and, I suppose, its promotion and management. According to the Memorandum of Association, the first object, and I may say the principal object of the company, was to carry in effect such modifications, if any, as may be agreed upon, the agreement mentioned in Clause 3 of the Articles of Association; and Clause 3 of the Articles of Association provides that the company shall forthwith enter into an agreement to

the terms of the draft, which for the purpose of identification has been initialled by two of the subscribers to the memorandum of association and the board shall carry the same into effect, subject to any modification, and so on. Now, it is somewhat curious circumstance that this draft has not been, and could not be, produced at the trial. I am not at all sure what it was, if indeed it ever existed. I omitted to say that at an early period of the negotiations, which I mentioned before, namely, in the month of August, 1900—the agreement I have mentioned of July 30, 1900, was executed. It purported to be a grant of an assignment in terms by Detring, as agent and attorney of the Chinese Company, to Hoover, who was the agent of the defendant Moreing, upon trust of all the property of the Chinese Company, and it was thereby in effect provided, among other things, that Hoover should hold the property as trustee for the contemplated new company when formed.

## CHANG YEN-MAO'S OBJECTIONS.

Now, his Excellency Chang, being urged by the defendants and the Oriental Syndicate, through their agents in China, including Mr. White Cooper, the solicitor from Shanghai, and also being advised by Detring, to transfer the property of the Chinese Company to this defendant company, personally objected, and, as it has turned out very wisely, declined positively to execute the transfer when submitted to him because it did not contain any statement of the arrangements for which he had stipulated with respect to, among other things, the constitution and management of the new company into which the Chinese Company was to be transformed. The document did not appear to him adequately to protect his Government or the Chinese shareholders or himself; and in this he was perfectly right. In particular, as I observe, it did not even provide for the 375,000 shares being given or paid to the shareholders of the Chinese Company for the purchase of the company's property. Between his Excellency and the agents of the defendants, including Mr. White Cooper, which agents also represented the Oriental Syndicate, as I consider, and its creature, the defendant company, there were long and heated discussions extending over four days. Hoover, as he himself admits, went so far as to use various threats to his Excellency. Ultimately his Excellency was induced with difficulty to accede to a proposal of Mr. White Cooper's that the terms, on account of the absence of which from the transfer he declined to execute, should be embodied in another document, to be executed previously to and at the same time with the transfer. Under this arrangement his Excellency was assured by the representative of the other parties to the transaction that the memorandum would be as it was expressed to be, ruling document, and be acted upon, or, in other words, would be binding and be carried into effect. It was upon the faith of and in reliance on these assurances that His Excellency was induced to affix his seal to the two versions of the transfer. The memorandum in two versions, Chinese and English, was executed at the same time in the same manner by Hoover, the agent of the defendant Moreing, De Wouters, who I think may be taken to have represented the Oriental Syndicate and the defendant company and every one interested through them, and it was also executed by his Excellency and Detring. In truth the execution and terms of the memorandum were complied with and performed. This Court ought to do what it can to restore to the plaintiffs the mines and property, the subject of the transfer, and, probably by injunction if necessary, to prevent the defendant company, its agents and servants, from retaining possession. The plaintiffs, therefore, succeed upon the principal issue in the action, and, in my opinion, are entitled to their costs.

THE QUESTION OF DAMAGES.

I now proceed to consider the plaintiff's claim to damages. The defendant company has all along claimed, and still claims, to have acquired all the property of the Chinese Company by virtue of the transfer of February 19, 1901, expressed to be made in pursuance of the agreement of July 30, 1900. Nevertheless, by an agreement dated May 2, 1901, nearly three months afterwards, and expressed to be made between the Oriental Syndicate of the one part, and the defendant company of the other, the whole of whose nominal capital was £1,000,000 in £1 shares, the syndicate effect to sell to the company the benefit of the aforesaid agreement of July 30, 1900, for a consideration of 999,993 of these £1,000 shares to be allotted as fully paid up to the syndicate or their nominees, and the sum of £2,000 odd in cash, being the amount of the fees paid by the syndicate on the registration of the defendant company. This agreement of May 2, 1901, was sealed at a meeting of the board of the defendant company held on the 25th of the same month of May. At that meeting 50,000 of these shares are allotted as fully paid up to the defendant Moreing and 150,000 as fully paid up to the Oriental Syndicate, and it was resolved that the board agree to allot the nominees of the Chinese Company 375,000 shares. These, of course, were for the shareholders of the Chinese Company, and then (this is the extraordinary part of it) to the nominees of the Oriental Syndicate 424,993 shares—that is, all the rest of the capital, deducting the seven shares required for the shareholders of the memorandum of association. I think these 424,993 odd shares are not in the minutes, if I recollect rightly, expressed to be fully paid up, but as I understand they have been always so treated and dealt with. Now the plaintiffs, very naturally, complain of this transaction. Suppose it be granted that the 50,000, and even the 150,000 (making together 20,000) shares were to go for promotion profits—if indeed that were allowable—why are 424,993 fully paid-up shares of the company to go among the nominees of the syndicate for no consideration that I have been able to discover? In short, it appears to me upon the facts that transpired in the course of this trial, that there are at least plausible grounds for contending that the company has been defrauded of nearly 425,000 shares, to the injury and loss of the Chinese shareholders, who were justly entitled to the 375,000 shares. These shares, as I understand, are not of a merely nominal value, but are being or have been sold at a price above par; for the plaintiff says, and it seems to me with reason, that the value of the 375,000 shares coming to the shareholders of the Chinese Company for the purchase of their property, undoubtedly of great value, is substantially—it may be to the extent of one half-reduced by the issue, for no consideration whatever, of these fully paid-up shares to the promoters of their nominees. The defendants have endeavoured to excuse the promoters by saying that of these shares 250,000 had been given as a bonus or additional consideration to persons who subscribed £500 to the company prop the security of debentures, which debentures were issued with the consent or knowledge, as far as I can make out, of the Chinese shareholders. The plaintiffs reply that it was not necessary to issue so large an amount of debentures, and that of the money so raised, £200,000 or thereabouts, has never been expended, but is still to the credit of the defendant company with their bankers, and also that the money, if required, could have been obtained without sacrificing the shares. No offer of the debentures was made to the public, but the promoters, as I understand distributed the shares and allotted the debentures among themselves and their friends, who I suppose still hold the debentures and the 424,993 fully paid-up shares, for which nothing has, in fact, been paid. Now certainly the proceedings of the Board of Directors of the defendant company in the month of May, 1901, are of a remarkable nature, though I do not pretend to have given a complete state-

ment of all the facts. They have not yet been fully investigated. At all events, it seems to me I cannot set the matter right in this action, which was not framed and is not properly constituted for the purpose. The only materiality of this action of the apparently unauthorised issue of fully paid-up shares is that it is put forward as a ground for a claim to damages made against the defendant Moreing in respect of the consequent diminution in value of the 375,000 shares going to the shareholders of the Chinese Company. But this claim, as it appears to me, if it could be dealt with in this action, must be founded upon a branch of the terms of the memorandum, which was no doubt executed by Hoover as agent for the defendant Moreing. I do not, however, find in the memorandum any contract by the defendant Moreing that no shares shall be issued as fully paid up, nor indeed do I see anything to prevent full paid-up shares being issued by the defendant company *bona fide* for proper purpose and a proper consideration. Nor do I see how the Moreings are directly responsible to the plaintiffs for the improper issue of fully paid-up shares to the Oriental Syndicate or its nominees (if such issue was improper); in other words, I do not think I am able to make the defendant Moreing, or his firm, responsible in this action for any loss sustained by the plaintiffs through the misfeasance of the directors of the defendant company or of the Oriental Syndicate as promoters of the defendant company. But my judgment in this action must be expressed to be without prejudice to any action or other proceedings that may be taken by or on behalf of the defendant company, or against any of the defendants by any one in reference to the promotion or formation of the defendant company, or the issue of any shares or debentures thereof or any of the transactions of the same company or its directors.

## THE AMENDED STATEMENT OF CLAIM.

Counsel for the plaintiffs, in opening the case, asked me to make certain amendments, which I allowed; these appear in the amended statement of claim as printed. Subsequently—in fact upon the 13th day of the trial—after all the evidence had been taken and in the midst of the summing up of the case for the defendants Moreing, by their counsel, the plaintiffs for the second time asked to amend the contract of such a nature as this Court could decree specific performance of. I cannot directly order that it should be carried into effect, and I think there would be great difficulties in the way of the plaintiffs obtaining the relief which they claim in the action. Later on it appeared that the counsel for the Moreings also were not able, or, as they possibly would say, did not care to dispute the memorandum. In other words, the memorandum is now (I may almost say admittedly) binding, as, indeed, it always was. This memorandum, however, does not, in my opinion, either with or without the transfer, constitute a contract of such a nature as this Court could decree specific performance of. I cannot directly order that it should be carried into effect, and I think there would be great difficulties in the way of the plaintiffs maintaining an action for damages upon it against any of the defendants. But I hold and declare that the memorandum dated February 19, 1901, is binding as against the defendants, and that the defendant company was not, and is not entitled to take or retain possession or control of the property comprised in the transfer or the benefits thereof without complying with and performing the provisions and obligations contained in the memorandum. In other words, I am of opinion that, unless within a reasonable time the provisions and obligations of the memorandum be complied with and performed, this Court ought to do what it can to restore to the plaintiffs the mines and property, the subject of the transfer, and, probably by injunction if necessary, to prevent the defendant company, its agents and servants, from retaining possession. The plaintiffs, therefore, succeed upon the principal issue in the action, and, in my opinion, are entitled to their costs.

"fattening" on the proceeds of a fraudulent sale of the property which was the subject-matter in dispute. He had been deprived of the office of Director-General of Mines; his wife and daughter, if not worse still, would have followed an adverse decision. It is not too much to add that his failure would have been a misfortune to British interests, and injurious to our good name in the Far East. Chang Yen-mao is a representative of the more enlightened of his countrymen, who see that, not hostility to Western civilisation, but frank recognition of its value in their best policy.

The cable is coiled down into large circular tanks from which it can run out over the enormous pulley or "fairlead" in the stem with as much freedom as possible. The conversion of a transport into a cable ship is no mean task and involves extensive alteration and reconstruction so much so in fact that it speaks very well for the Hongkong and Whampoa Dock Company that the United States should have entrusted them with such an undertaking. Besides the enormous cable tanks many other fittings not to be found in the ordinary cargo steamer had to be placed on board and so disposed as to be out of the way of the cable as it runs overboard.

A brief description of such a vessel will therefore not be out of place. The cable tanks, of course, are built into the hold; they are of nearly the same diameter as the breadth of the ship. There are generally two or three of them according to the number of holds in the ship; into these the cable is carefully coiled with the better class of officials who have put aside ancient prejudices against the foreigner. Chang Yen-mao, who is, as he showed in the witness-box, shrewd and intelligent, seems to have aided not a little the industrial development of his country. He has believed that true patriotism is consistent with the employment of skilled European advisers and the encouragement of European capital. He has suffered not a little for having, in the opinion of narrow-minded, if not corrupt, critics, sacrificed Chinese interests to the foreign capitalist. His success in an English Court of law will have effects going much beyond the decision of the controversy before Mr. Justice Joyce. . . . After a patient hearing the Judge has, in regard to all the principal points of the case, decided in favour of the plaintiff. Unless with a reasonable time the terms and conditions of the memorandum are complied with the Court will do what it can to restore the property, and will take measures by injunction to restrain the defendants from parting with it. What is scarcely less important is the expression of opinion by the Judge that Chang Yen-mao had been guilty of no bad faith, while the conduct of some of those concerned in the matter was open to criticism. Chang Yen-mao will go back to China with the esteem of all who heard him give his evidence. If he will be able to assure the retrograde party at home that relations with astute British financiers do not necessarily turn out badly. There is no doubt that the events which he disclosed in Court profoundly affected the better class of Chinese, and shook their confidence in British good faith. Justly open to censure, the action of the English company was represented by enemies of this country in the worst colours, and if it had been uncorrected it would have stood seriously in the way of British enterprise. Many other lessons are to be deduced from a singularly interesting case. One is the expediency of the participation in the affairs of any company by officials at all connected with the Customs administration and the public service, which, under Sir Robert Hart's supervision, has gained the confidence of the people of China. Englishmen are jealous as to anything which might affect the reputation which he has created for the Imperial Maritime Customs. But the chief reflection which the case suggests is that the victory of Chang Yen-mao is also of public importance, and that it will be useful to British capital and enterprise in the struggle now going on against formidable commercial rivals. In restoring his own good name he benefits the credit of this country—*L. & C. Express*.

## MILES OF CABLE

are stowed in these tanks. When signals are going on this enormous coil makes a powerful electro-magnet of the tank which has a very great effect upon the ship's compass, and regard must be paid to this fact in the disposition of both standard and steering compasses. The tanks for the *Liscom* were put together on shore, but as they were far too bulky to be hoisted in complete they had to be taken to pieces and built up again inside the ship's hold when it was ascertained that the various parts fitted together correctly. The cable, after it leaves the tank, passes through a system of rollers which form a kind of brake to prevent it running out too fast which it would otherwise be likely to do in deep water or during a heavy sea. Moreover, the cable must not be checked too suddenly or it would inevitably snap in two; this brake must therefore be tended with the greatest care by thoroughly experienced men.

In addition to the cable a piano wire is generally run alongside it, and so long as this wire remains intact there is no fear of the cable having become unduly strained. Considering that there must be as many miles of piano wire as there are cable, this in itself is quite a large item to provide for. Then there is the battery room in which are stored an enormous quantity of dry cells to supply the electric current and where long distances have to be travelled with the greatest care by thoroughly experienced men.

THE GREAT CANAL SYSTEM OF CHINA.

SOME LESSONS FOR THE WEST.

The U.S. Consul at Hangchow, Mr. G. E. Anderson, in the course of his latest report, states that there are several features of the canal system of China, especially of the Imperial or Grand Canal, which can be studied with profit by the people of the United States. One of these is the use of the canal for the production of food in addition to its use as a means of transportation. Allied to this is the use of the muck which gathers at the bottom of the waterway for fertilisation. Another is the use of every particle of plant life growing in and around the canal for various purposes. The Chinese secure a vast quantity of food of one sort or another from their canals. However, the water is supplied to the rice, it is evident that there must be a waterway leading to the field and back to a principal stream, which is generally a branch canal. These waterways naturally take up a considerable portion of the land, and the Chinese make as profitable use of them as of the land itself. The first use of the waterways is for fishing. The quantity of fish taken from the canals of China annually is immense. Along the canals in China at any time may be found boatmen gathering muck from the bottom of the canal, and as soon as the boatman has a load, he will proceed to some neighbouring farm and empty the muck, either directly on his fields—especially around the mulberry trees, which are raised for the silkworms—or in a pool, whence it is taken later to the fields. From this muck the Chinese farmer will generally secure enough shellfish to pay him for his work, and the fertiliser clear gain. The fertiliser thus secured is valuable. It is rich in nitrogen and potash, and has abundant humus elements. This dredging of the canals for fertilisers is the only way by which the Chinese have kept their canals in reasonably good condition for centuries. The fertiliser has paid for its own cost. Recently there were complaints filed at Peking that the ashes from the steam launches plying on the canals were injuring the muck for fertilising purposes, and the problem has been considered a serious one by the Chinese Government. Where there are so many canals there is more or less swamp ground. In China this is utilised for the raising of lotus roots and nuts. There are duck farms all along the canals in China. These are profitable. The coming of railroads will affect the canals somewhat, but not so much as may be imagined, for the railroads will largely build up a trade of their own. A little money will make China's canal system in the future what it has been in the past, the greatest concern.

## ENEMIES OF THE CABLE COMPANY,

for even when the cable does stand the strain of being lifted the surface is easiest way for the fisherman to get clear is to cut the cable with an axe. The whole cable throughout is armoured with steel strands wound round the outside and that designed for shallow water has stouter armouring than the rest. The shore ends are laid independently as a rule and the main cable is spliced to it at sea; this even in calm weather is a ticklish piece of work and in heavy weather proportionately worse. As may be seen in the *Liscom* a big roller over the bow is used for picking up the cable off the bottom when it has been found and bringing it inboard for splicing. Besides appliances for picking up the cables off the bottom the ship must also be fitted with places for carrying large mark buoys which can be shipped at intervals to mark where the cable lies. There is also a large chart room where big scale charts are made showing the exact latitude and longitude in which the various points along tracks are laid. Sights are continually being taken by sun or stars to give the ship's position all along her course and as accurate are these positions that when a breach occurs the ship can proceed to the exact spot and pick it up without loss of time. The position of a fault or breach can be located by measuring the amount of current which the cable absorbs and by balancing this against known standards the amount of leakage can be found and it can also be estimated with considerable accuracy how far the cable runs intact before it gets to the leak. The instrument fitted to the *Liscom* for this purpose can best be compared to an ordinary pair of scales, only it has nothing of the appearance of those useful articles; it looks in fact like a complicated switchboard while what corresponds to the index on a pair of scales is the spot of light before mentioned. Just as one might deal with a broken end of a cable ashore by coiling it down in the scale pan and weighing it and then calculating its length from the knowledge of the weight of a single yard so it is that the electrician finds what "weight" if one may use the word as an analogy, of electricity the cable absorbs. Then knowing the amount of electricity that one mile of cable would absorb he finds how many miles of cable remain intact. It sounds simple but the process is by no means easy and it is wonderful how accurate results are obtained at all. They are, however, the electrician tells the man in the chart room what length of cable is good. He in turn measures the distance along the cable and thus finds the latitude and longitude of the break; he again gives his results to the captain who brings his ship to the spot indicated and then the fan com-

mences.

A BIG TASK.

Altogether the work of a cable ship is one of the greatest triumphs of modern science in a practical shape and as we said before the Whampoa Dock Company had a big task before them in the conversion of a transport ship fitted for carrying men and stores into a vessel of the type necessary for such work as we have been describing.

THE SWATOW RAILWAY riot having been settled and work resumed, the Board of Commissioners will grant leave to Director Chang Yu Nan to go abroad.

Under the circumstances, I am of opinion that to allow the defendant company, while they insist on retaining the benefits of the transfer, to escape from the obligations of the memorandum upon any such pretext as that Hoover or De Wouters were not authorised to agree to its terms, or that it was impossible for the defendant company to perform some of these terms without altering its constitution, would be contrary to one of the plainest principles of equity. The plaintiffs reply that it was not necessary to issue so large an amount of debentures, and that of the money so raised, £200,000 or thereabouts, has never been expended, but is still to the credit of the



fact couplet of one that. "The shooting was good throughout and maximum points were earned on no less than four occasions by each gun. No. 4 subdivision was first with 36 points, followed by Nos. 1 and 2 with 33 points each, and No. 3 with 32 points. Guns were then limbered up and the battery came back at a smart pace to the gun-shed, where Capt. Marshall, who is shortly leaving for home, bade farewell to the battery. He said that the work of the men throughout the training season had been most satisfactory, and particularly so that day. Major-General Hutton had expressed himself as "greatly surprised with the work of the battery." The accuracy of the firing was much better than he expected to find, the laying was done very quickly indeed, and there was no confusion, but everything was carried out in a very orderly manner. In conclusion, Capt. Marshall bade good-bye to the members of the battery, thanking the non-commissioned officers for the support they had given him, and the men for the efficient way in which they had carried out their work. He hoped that they would give the same support to Lieu. Crossley, in whose command the battery would be until his return.

#### THE RETIREMENT OF SIR HIRAM S. WILKINSON.

After nearly forty-five years of most faithful service to his country in the Far East, Sir Hiram Shaw Wilkinson, Chief Justice of the Supreme Court of China and Korea, laid down his office, and bade farewell to the Bar in the Court yesterday afternoon, say the *N. C. D. News* of 1st inst. From student interpreter he rose through all the ranks to Acting Consul in Japan, passing though and being an actor in the stirring times that preceded the restoration. He came to Shanghai as Acting Assistant Judge in 1899, and was Crown Advocate here, and Substantive Judge in Japan, closing a brilliant career during which he has made crowds of friends, as the last of our Chief Justices. He retires full of years and honours indeed, but in full bodily and mental vigour, and when the time comes for his departure for home he will be followed by such tributes of respect and affection as none of his predecessors has ever earned in larger measure, and as his successors will be fortunate if they gather as fully. In him we lose a good and faithful friend, and a most able, earnest, and conscientious Judge, as well as a strong link with the days of Sir Rutherford Alcock, Sir Harry Parkes and the great British Proconsuls of the past. The melancholy that surrounds round such a ceremony as that of yesterday was brightened by the exceeding gracefulness of the speeches that were made to and by Sir Hiram, speeches that were evidently heartfelt, in which there was not the slightest jarring note, and the tone of which will be echoed 'till the end of the world to know Sir Hiram. Warm-hearted, kind, courteous, and obliging to all, he has made himself a home in all our hearts; he has identified himself with the best interests of Yokohama and Shanghai, and we shall long miss him; and the consciousness of this will, we hope, do something to mitigate the sorrow he must feel at leaving the brachie he so adored.

ACTKENS SHOT DEAD.

#### REPORTED LOVE TRAGEDY AT SAIGON.

The Hongkong police authorities know nothing whatever of a strange love tragedy reported to have occurred in Saigon or of the subsequent arrest in this Colony of a Capt. Gras, who it is alleged made his way to the port, where he was taken into custody, and extradited. The tale of the shooting of an actress is reported by the *Straits Times* in the following terms:

A great sensation has been caused at Saigon by a dreadful tragedy involving the death of a young and pretty actress, who was shot in the public street by Captain Gras, a well-known shipowner on the coast and latterly following the occupation of pilot, on the Saigon River. It appears that the young actress had shown favours to Captain Gras, and had led him to believe that he occupied the first place in her heart as lover but, as often happens in such cases, the lover became jealous of the attentions which his mistress allowed other men to pay to her and after a quarrel they separated. The young lady found plenty more admirers and this seemed only to add to the jealousy and anger of the lover. One day when he met her in the street with another he asked her to give him a few words apart. Unconsciously, she went aside with him whereupon he suddenly drew a pistol from his pocket and shot her dead. Captain Gras, after the affair, made his way to Hongkong, where he was arrested and extradited by the Police, on advice from Saigon, to await his trial. From the tone displayed by the Saigon papers, public feeling appears to be all in sympathy with Captain Gras, whose crime is regarded not as premeditated murder but as the sudden rash act of a righteously jealous man.

#### A STAFF GENERAL ON THE WAR.

#### THE EVIL OF PUBLICITY.

#### NUMBERS ENGAGED IN RECENT BATTLES.

General Nagiaki, Vice-Chief of the Army Staff at Tokyo, the other day addressed the Oriental Society at Nobles' Club. In the course of his speech General Nagiaki said that while civilisation was promoted by speech and pen, silence was the friend of war. General Nagiaki contrasted the soldier of old-time Japan with the soldier of the present day, and the case with which an army was once supported when soldiers lived by plundering the inhabitants compared with the complicated commissariat arrangements necessary in these times. The General also dealt with the difficulty of preserving war secrets with an army composed of all classes, with freedom of speech and the Press existing, and an intelligent public waiting for news, and compared this with the time when the army was composed practically of one class which did not mix with the people. "In requiring funds for the war from the nation," continued General Nagiaki, "it is necessary to divulge war secrets to a certain degree. Japan and Russia have been contesting the field with equal determination, and both sides are using every scientific principle to the fullest extent. Wireless telegraphy, the telephone, the carrier pigeon, and the dog have been used in practical warfare in Manchuria for the first time in history. Under these circumstances the world is concentrating its attention on the present war, and every action is a subject of close study. War secrets are, therefore, liable to be divulged through various channels." The forces in the field can be gauged at from the most trifling matters. Newspaper correspondents with the army at the front are unlike those in the Japan-China War, most of whom were people of the *toish* type with little learning or education. In the present case, most of the correspondents are men of knowledge and intelligence, and much of the correspondence written is practical

and to the point. Correspondence which is attractive to readers may be very detrimental to the preservation of war secrets. There are many instances in which news published in the papers had led foreign experts to infer the plan of operations of the Japanese. This is particularly to be avoided in the present war, when all the Powers are so intent on the study of warfare. As you will be aware, the speculations of newspapers regarding the plan of operation is immediately translated into foreign languages and transmitted abroad by telegraph. This is very dangerous. Important matters relating to warfare must be kept absolutely secret, and the ultimate object of war can only be obtained by the nation at large in maintaining reticence. It is impossible to expect the common people to maintain secrecy, but the intelligent should do so in regard to the interests of the country. For success in the war the nation must implicitly trust the authorities responsible and leave everything to them. Otherwise the nation will certainly lose. For the education of men to be entrusted with the onerous duties of war, that is, officers, the nation is doing its best, and it is that renders it essentially important to train the ablest men. In this matter, let us take Russia into consideration. What has been the result of the Russian Government interfering with the work of the commanders in the field? You have no need to trouble yourself, but only need rely upon the army. War cannot be carried on without a heavy sacrifice, and we are making a heavy sacrifice. The nation must be prepared to turn this sacrifice to advantage or the Empire will be ruined. The war will affect us politically, economically, and socially, and these matters require study, and are receiving attention at the hands of the authorities.

"The present war has established some records in battles. In modern times the duration of continuous fighting has never exceeded three days, but the battle of Lianyang lasted 8 days, the Shaho battle 5 days, and the battle of Mukden 15 days. Thus the belief that the duration of fighting would be shortened on account of the improvements in the science of war and the larger forces put in the field has not apparently been justified. During the fourteen days of the battle of Mukden, Japanese officers and men worked with insufficient food and sleep; but they worked like giants rather than human beings. In this we feel that they found at the same time a worthy enemy.

The General concluded by describing the barren country surrounding Mukden, the hardships of the troops campaigning in a temperature 7 to 12 degrees below freezing point, with ice two to three feet thick covering the ground. Such work called for strong men and indeed proved the good physique of the Japanese. Their achievement was the result of the training of the Army in the past thirty years, and the Japanese people should keep the fact well in mind that such work required a strong and healthy body.

In the course of his address General Nagiaki gave some interesting particulars of the numbers engaged in recent battles. The total Russian and Japanese forces engaged in the battle of Liaoyang, he said, were 460,000; in the battle of Shaho, 380,000; and in the battle of Mukden, 80,000. The headquarters at Liaoyang of Marshal Oyama were the centre of over 140 telegraph and telephone connections. He said the field-post service had greatly developed during the present war. In the year and ten months during which the troops at the time of the Japan-China war remained in China, mails dispatched from the field of campaign numbered 12,000,000, and money remitted by Post Office orders amounted to Y6,000,000. During one month alone of the present war (December) 15,84,000 letters were sent by post, while the money remitted up to the end of December from the beginning amounted to about Y20,000,000.—*Japan Chronicle*.

#### MISSIONARY COMPENSATION CASH.

#### JUDGMENT FOR DEFENDANTS.

The *Japan Chronicle* reports that judgment was given recently, in the Osaka Chibō Subinsho, in the action instituted by Mr. Masujima, the barrister, for the family of the late Rev. H. G. Appenzeller, a missionary, belonging to Lancaster, Pennsylvania, against the Osaka Shosen Kaisha, for compensation in the sum of \$55,425 U.S. gold. By the judgment of the Court plaintiffs' claim is dismissed, but the defendant company is ordered to bear the costs of the proceedings.

This case was first before the Court in October last year, and the following are the facts on which the petition was based. The Rev. H. G. Appenzeller left Chemulpo on June 11th, 1902, by the O.S.K. steamer *Kumagawa-maru* for Hokpo. On the voyage at 10 o'clock on the evening of the same day the steamer came into collision with the O.S.K. *Kitagawa-maru*, also belonging to the O.S.K. The missionary was drowned, and his body was not recovered. Deceased was in the employ of the Methodist Mission, receiving a salary of \$1,650 (gold) annually, on which his family, the plaintiffs, were subsisting. As deceased had served seventeen years a missionary he was in a position to claim an increase of salary and was entitled to a pension, which the family lost in consequence of the deceased being drowned, as claimed, by the negligence of defendant company. He was 45 years of age, while his wife is 48 years of age, and has four daughters dependent upon her, aged 16, 12, 10, and 8 years respectively, who are now deprived of the means of obtaining bread. Based on American life statistics, the deceased had twenty-four and a half years longer to live. Claim was therefore made for the loss of his salary for the period, which amounted to \$40,425, in addition to \$3,000 allowance for each of the plaintiffs in consolation for their grief at the loss of deceased, making the total the amount claimed.

The reasons given by the Court for the judgment are as follows:—

"The plaintiffs claimed payment of \$55,425 in American currency as compensation for loss resulting from the unlawful action of the defendants. Thus the plaintiffs demanded damages as represented in particular foreign currency in satisfaction of their claim.

"In considering first of all the propriety of this claim, the Court finds that the amount of compensation must be computed in ordinary currency, as specified by Article 417 (which states damages may be calculated in money), and foreign currency can be regarded as equally with domestic currency in point of time, being a basis in the value of exchange. The creditor is, therefore, entitled to compute the amount of damages on the basis of foreign currency but it is plain from the provisions of Article 403 of the Civil Code that the debtor, so far as no agreement is made to the contrary, must pay in ordinary Japanese currency according to the rate of exchange at the place where the obligation is to be discharged.

"It will, therefore, follow that the creditor cannot make as a direct object of claim a particular foreign currency, which has no force of compulsory acceptance in Japan, and cannot be regarded in the same light as Japanese currency, without a special agreement being made to that effect. While it is proper of the plaintiffs to compute the damages in American currency in this case,

#### SHANGHAI FREIGHT.

In their report of 30th ult. Messrs. Whealock and Co. write:—A marked improvement has not as yet taken place in our Homeward Freight Market, and we must say that it still remains very dull. We cannot help feeling, however, that better things are in store for the future.

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# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4817

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S. MINAMI, Manager, Hongkong. [25]

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Hongkong, 8th April, 1905. [26]

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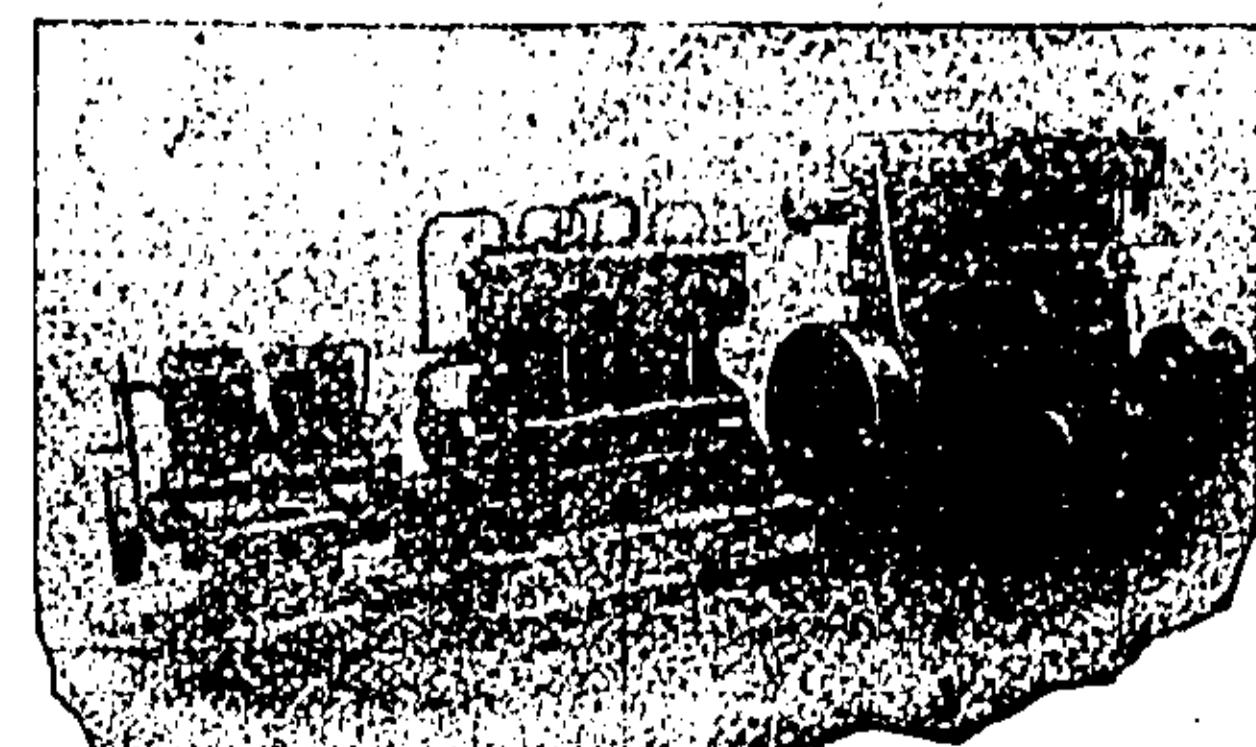
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		

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S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
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FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.

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S.S. "LINTAN,"	Capt. B. Branch.	S.S. "SANU,"	Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kungchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.			

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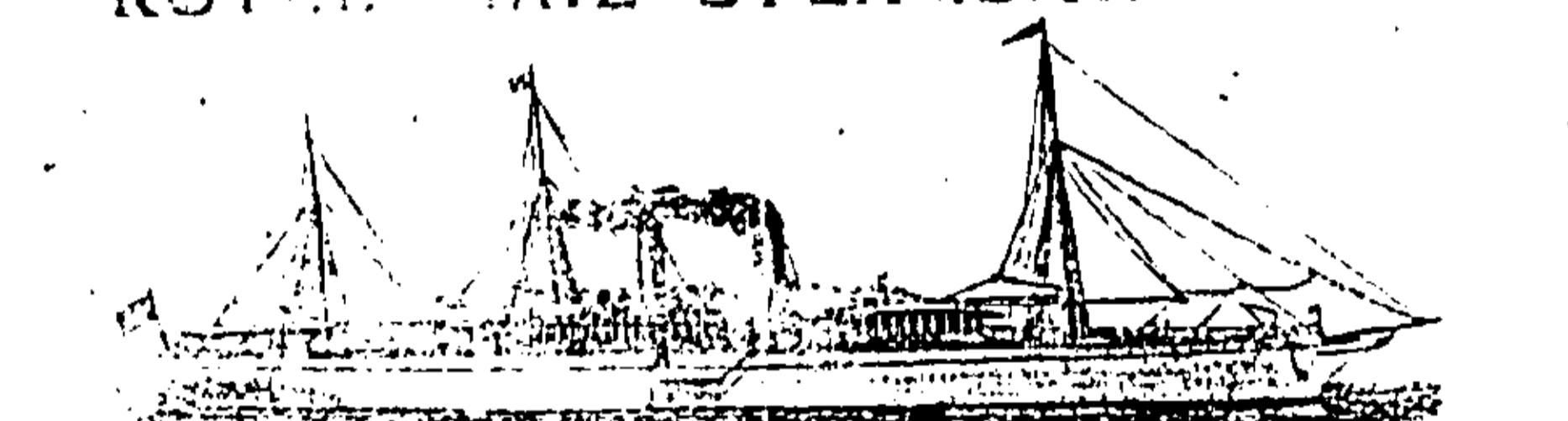
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The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

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Hongkong, 31st March, 1905.

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" " "ATHENIAN,"	2,440 "	WEDNESDAY, 24th May.
" " "EMPERESS OF CHINA,"	6,000 "	WEDNESDAY, 31st May.

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Hongkong to London, Intermediate on £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and in connection with the PALatial OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, 1st to European Officials in the Service of Chinese and Japanese Government.

For further information, M.R.A.C., 18, Bank Buildings, Rates of Freight and Passage, apply to

J. W. CRADDOCK, Acting General Agent,

Hongkong, 29th March, 1905.

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTIWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA,	HAVRE AND HAMBURG. (Calling at STORE, PENANG & COLOMBO.)	10th April.
Kaisel.	"	Freight
SILESIA,	HAVRE BREMEN AND HAMBURG. (Calling at STORE, PENANG & COLOMBO.)	20th April.
Bahle.	"	Freight and Passengers.
SERBIA,	HAVRE AND HAMBURG. (Calling at STORE, PENANG & COLOMBO.)	1st May.
Jacob.	"	Freight.
SLAVONIA,	HAVRE AND HAMBURG. (Calling at STORE, PENANG & COLOMBO.)	2nd May.
Madsen.	"	Freight and Passengers.
SEGOVIA,	HAVRE AND HAMBURG. (Calling at STORE, PENANG & COLOMBO.)	16th May.
SNEGAMBIA,	HAVRE AND HAMBURG. (Calling at STORE, PENANG & COLOMBO.)	30th May.
C. FRED. LAEISZ,	HAVRE AND HAMBURG. (Calling at STORE, PENANG & COLOMBO.)	13th June.
NUBIA,	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	25th May.

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,  
No. 1, Queen's Building,

Hongkong, 4th April, 1905.

D. NOMA, TATTOOER,  
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 10th November, 1904.

## THE HONGKONG TELEGRAPH, SATURDAY, APRIL 8, 1905.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

## STEAMERS.

## SAILING DATES.

PRINZ HEINRICH.....WEDNESDAY, 12th April.

PRINZ EITEL FRIEDRICH.....WEDNESDAY, 26th April.

PREUSSEN.....WEDNESDAY, 10th May.

ROON.....WEDNESDAY, 24th May.

BAVARIA.....WEDNESDAY, 7th June.

ZETEN.....WEDNESDAY, 21st June.

GNEISENAU.....WEDNESDAY, 5th July.

SACHSEN.....WEDNESDAY, 19th July.

SCHARNHORST.....WEDNESDAY, 26th August.

PRINZ HEINRICH.....WEDNESDAY, 16th August.

PRINZ EITEL FRIEDRICH.....WEDNESDAY, 23rd August.

ON WEDNESDAY, the 12th day of April, 1905, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHE LLOYD, Captain P. Grosch, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 10th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 11th April, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 11th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

## PROPOSED SAILINGS FROM HONGKONG.

## (Subject to alteration.)

## SAILING DATES.

STEAMERS. TONS. SAILING DATES.

PRINZ WALDEMAR.....3,227 .....TUESDAY, 2nd May.



## Intimations.

A. S. WATSON & CO.,  
LIMITED,  
ESTABLISHED A.D.  
1841.

WINE AND SPIRIT  
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S  
CELEBRATED

E BLEND

A WHISKY  
OF  
GREAT AGE  
MATURE,  
MELLOW,  
AND  
FINE FLAVOUR.

A Blend of the Finest Pure Malt  
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS

A. S. WATSON & CO.,  
LIMITED,

Hongkong, 1st April, 1905.

## The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 8, 1905.

CHINESE MEDICAL  
PRACTITIONERS.

A curious complaint with reference to the practising of Chinese graduates in medicine is voiced by a writer in the *Straits Times*, Singapore. The letter, which is evidently written by a medical practitioner, or at least by one who is associated with the profession, raises the point that Chinese, who have been educated in the East and sent to England for instruction in medicine, should not be allowed to compete with those who have paid for their schooling and come to the East in order that they may give all and sundry the benefit of their knowledge. The writer says: "It should not be forgotten that most of the Chinese medical men who are practising the healing art according to western methods, are fully trained and the very reverse of unpractised. But those by whom they were trained, to whose learning and skill they owe their knowledge, never anticipated that their pupils would find their way to British Colonies to come into competition with those whose skill was obtained at enormous cost in the Universities and Colleges of Britain. They were trained free of cost to themselves in order that they might be enabled to meet the needs of their countrymen in the towns and villages of China. By coming here they have overstepped the boundaries of honour, and this proves they have forgotten or have never known that unwritten code which medical men hold dearer than life itself, and whose existence safeguards the public weal." The argument that a Chinaman who by his mental capacity, industry and perseverance has won a Government scholarship, entitling him to free education in the universities at home, should be debarred from practising in the land where he was born and among his own people is utterly indefensible. Why he should be required to emigrate to the wilds of China when all his kith and kin are in the Straits, or it may be in Hongkong, could only be suggested by one who, finding himself in the ruck at home, has come to the East, only to find that his practice is as scarce as ever and his services rejected by the ignorant patients. If a man has had to pay for every jot and tittle of his university career, that only goes to prove that he has been either too lazy to work for a scholarship or not clever enough to win one. The Chinaman who has won his spurs in the East, and proved his ability in the West, by taking his degrees, is infinitely the better man. If Singapore is over-manned with medics it only remains for the unemployed to go elsewhere, but why the clever Chinaman should be sent away does not appear at all clear. Of course, the letter may attract attention as the *obiter dicta* of some misanthropical medical man, but it is not likely to achieve the end desired by the author.

## A ROYAL BIRTHDAY.

King Christian IX., who keeps yet another birthday to-day, must be the doyen of monarchs on the active list, and the oldest living descendant of George II. Eighty-seven fairly eventful years have passed since he was born, on an 8th of April, at Gottorp, in Schleswig, with no particular prospect of ever filling a throne. Indeed, he never would, in the usual course of things, have filled one, had the views of his predecessor, Frederick VII., on the subject of matrimony been less peculiar. That monarch found it convenient to separate from both his wives, and there had to be the London Protocol of 1852, and a Danish Law of Succession of 1853, to settle the devolution of the Crown. That did not get upon King Christian's head till his daughter had been Princess of Wales for the best part of a year. Now, the father of the Queen-Consort of England is the best connected monarch of his day. His first son, the Royal Prince, married the Princess Royal of Sweden, and the son of that marriage, Prince Charles, is the son-in-law of King Edward, and has made two Royal grandfathers and a Royal great-grandfather. King Christian's second son is King George I. of Greece, and the husband of the Russian Grand-Duchess Olga. Queen Alexandra's next sister is the Dowager Empress of Russia, and their younger sister, the Princess Thyra, is Duchess of Cumberland. And their youngest brother, Prince Waldemar, is the husband of the Princess Marie of Orleans. Thus will it be seen that to-day a large circle of royal relatives will congratulate the aged King on the attainment of his eighty-seventh birthday. For the last seven years the anniversary of his birth has been celebrated in a very restricted manner on account of his Majesty's health, but this year it looks as though there will a return to a fuller and more public celebration. It is to be made the occasion of a great royal gathering at Copenhagen where Queen Alexandra, Princess Maude, Prince Charles, and the Crown Prince of Germany were among those expected to meet and from whom the aged King would receive first greetings of congratulation.

N.B.—All our Wines and Spirits are bottled at

home, thereby ensuring to our Customers

all the advantages accruing from bottling

done at home under the direct supervision

of the Growers and Distillers as compared

to bottling done in China by Chinamen

at the service of European Firms.

Hongkong, 30th December, 1904.

[33—]

## SHIPPING PROSPECTS.

Our attention has been directed to some comments which appear in Messrs. Lamke and Rogge's Circular of this morning's date, animadverting on the subject of shipping prospects for the year as summarised in an interview we were courteously accorded the other day by Mr. E. C. Ray, the well-known ship-broker in the Colony. By the kindness of Messrs. Lamke and Rogge we are supplied fortnightly with a copy of their excellent review of the freight market for the preceding fortnight. By an arrangement which postpones the publication of the review until the day following its receipt we are unable to give *in extenso* the contents of the Circular in the present issue, but we think the courtesy will be conceded to us of reproducing to-day the two paragraphs dealing with our representative's summary which appeared in this journal on the 4th inst. The paragraphs in question are in the following terms:—

"Ancient shipping prospects for the year, it may not be out of place to say—since a local paper recently in a lengthy paragraph entertained extremely pessimistic views on the subject—that, at this time of the year, it is absolutely impossible to form such a definite opinion on the future:—

"Both Southern and Northern seasons have, as it were, only just opened and as matters stand just now, the future position of the freight market in a great measure depends upon further developments, as far as hostilities are concerned. But even should peace be declared at an earlier date than generally anticipated, it is not likely that, at least for a long time to come, it will mean a severe blow to shipping, as a great deal of tonnage will be required before things are set straight again. As a matter of fact, most of the big Japanese shipping concerns are still going on chartering, both here and in the North at fair rates and for short periods only. The six steamers chartered on 'time' basis, and embodied in to-day's list, are exclusively for Japanese account, and it is quite on the cards that more tonnage will be wanted ere long."

Few perhaps in the Colony entertain greater satisfaction than we do in the announcement that the possibilities of the shipping trade within the next few months of the year may be attended with results, if not wholly, at least about as gratifying as those of the year which brought in such handsome profits to shipowners and others interested in this branch of business in Hongkong. It is, therefore, with all the greater pleasure that we give prominence to Messrs. Lamke and Rogge's criticisms, to which, no doubt, great importance will be attached owing to the special position the firm enjoy of being able to gauge with sufficient accuracy the probable trend of shipping affairs in the immediate and more remote future. If the review had been more closely scrutinized however, it would have been discovered that the "extremely pessimistic views" attributed to this journal need, perhaps, to be qualified by the statement that the accuracy of the forecast would be verified except in certain contingencies which, happily, cannot be counted on with any degree of certainty. The opinion was expressed that, with the restoration of peace, there would be a plethora of foreign shipping ready and willing to accept cheap freights in these waters. The large amount of tonnage sent out by Norwegian owners, principally in order to meet the demand for steam coal by one or either of the belligerent Powers will provide a competing factor in the local trade. Nevertheless, we do not lose sight of the fact that these foreign boats are hardly up to the standard of local requirements, and we can almost positively assert that the vessels of the local companies, among which must principally be reckoned those of the Indo-China Steam Navigation Company, under the able management of Messrs. Jardine, Matheson & Company can, and undoubtedly will, hold their own against any foreign competition that may work its way into these parts from abroad. A specially gratifying feature of the report by Messrs. Lamke and Rogge, is the statement that two Indo-China boats have been able to establish what they call record fixtures, having settled in the aggregate 115,000 piculs at the rate of 30 cents per picul from Saigon to a Philippine port. Such quantities, on the authority of this firm of shipbrokers, have hardly ever been shipped before in one bottom. The vessels of the Indo-China Company are specially adapted for the Far Eastern trade, a fact which is generally recognised, and in view of the enormous tonnage which the general managers of this line control, the future—whatever it may be—is sufficiently bright with promise to justify the belief that the steamers of the Indo-China Steam Navigation Company will be employed to the profitable advantage of their owners. The idea has been expressed, and it is very generally entertained, that the conclusion of the war may result in a set-back to the shipping trade, which earned such splendid returns for shipowners last year. From our point of view, however, the situation by no means warrants such a gloomy view, for the reason that a large increase in the trade with the northern ports may be considered a certainty whenever peace is concluded. Whatever tonnage Japan has hitherto engaged in connection with her activity in the prosecution of the war may not be released for many months to come. They will be required for the transport of troops and military stores generally from the Chinese mainland to

Japan. And in corroboration of this view, we would remind readers that reports are being published every other day showing that Japanese firms are daily engaging additional tonnage to meet the requirements of the Government and of trade. Again, it has to be remembered that the latent resources of China and the immense possibilities for development in the northern regions, following the restoration of peace, are factors which can hardly be over-estimated. We submit that we are not unduly optimistic when we assert that shipping will receive, if anything, a greater impetus as the result of the war and the opening up of the vast territory of Manchuria to the trade of the world at large. Under the "open-door" policy, which must necessarily form one of the most important questions in any treaty securing the terms of peace, that immense country, whose products and potentialities are even yet but vaguely realised, will be thrown open to trade generally, and a great proportion of the prosperity, which is bound to follow in the wake of the peace settlement, will naturally fall to the lot of the shipping in the Far East.

Mr. J. R. Wood is now acting as assistant Registrar-General, and Mr. C. A. Dick Melbourne as assistant Land Officer.

## THE HONGKONG ROPE MANUFACTURING CO., LTD.

## ANNUAL MEETING.

The following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st ult., as certified by the managers of the respective banks, are published in the *Gazette*.

Chartered Bank of India, Australia and China, ...	\$3,571,218	\$2,400,000
Hongkong and Shanghai Banking Corporation, ...	16,455,105	11,000,000
National Bank of China, Limited, ...	201,511	100,000
Total, ...	\$20,227,864	\$13,500,000

Two foreign sailors were this morning charged before Mr. Kemp with firing off a revolver in Ship Street to the danger of pedestrians and residents last night. Gustav Bolst, whose evidence was interpreted from German into English by Mr. Hanson, Chief Inspector of Detectives, said that he was in Ship Street with the accused when one of them took from him his loaded revolver, which he had bought in Liverpool last January and always carried about with him. He heard a shot fired, but as he had been drinking he did not remember who fired it. There were no witnesses to prove this downward tendency may continue for the high cost of rope curtails, the demand as it conduces to economy on the part of consumers who are naturally not inclined to buy as much rope at 30 to 40 cents as they used to do when the price was only 15 to 20 cents per lb. A high rate of exchange which so many people pray for is also anything but a blessing to us for it makes our product dearer in countries with a gold currency or gold standard such as Australasia, India, Java etc. But in spite of the effect of dearer raw material and higher exchange our business is in a sound position, our markets are widening, and our rope is becoming favourably known in places it had not reached before, and any check to the local consumption caused by higher prices will, we trust, be only temporary and disappear as the shipping trade recovers from its present depression. Owing to slackness of business and accumulation of stock the factory was shut down in the months of July, August and September, so we still have every facility for filling a much larger demand than any we have yet had. The accounts are very simple, and I do not think require any explanation, but I shall be glad to answer any questions about them before I move that the report and accounts be adopted.

There being no questions, the Chairman moved, and Mr. Fung Wa Chun seconded, that the report and accounts as presented be adopted and passed.

Carried.

CONSULTING COMMITTEE.

On the proposition of Mr. Fung Wa Chun, seconded by the Chairman, Messrs. A. J. Raymond, D. E. Brown, H. P. White and Dr. J. W. Noble were re-elected to the Consulting Committee.

AUDITORS.

Mr. Raymond proposed, Dr. Noble seconded, and it was agreed that Messrs. T. Arnold and W. H. Potts be re-elected auditors.

The Chairman.—That is all the business, gentlemen. The dividend warrants are now ready.

## SHIPPING JETSAM.

## THE S.S. "KONGNAM".

From an inspection of the s.s. *Kongnam*, stranded on Ma-wan Island, Capsumun Pass, the vessel does not seem to very badly damaged, but rather appears to have run her nose into the sand between rocks, the leak being caused by her grating along a rock. Powerful pumps were placed on board of her last night, and pumping operations were commenced immediately. At dead low water there are only six inches of water at her bows, while her stern lays in ten and a half feet. Up to last night the vessel had not shifted her position, and there was no sound of grating, as would be the case if the bottom were penetrated by the rocks, and as the ship lies in a very sheltered position all concerned have every reason to hope that she will soon be floated and placed in dock.

## FIRE IN A STUDIO.

For some unknown reason there appears to be quite an epidemic of fires just now, and a remarkable fact in connection with them is that, in the majority of cases, neither the premises in which they break out, nor the contents are insured. One of these mysterious outbreaks occurred again last night in the ground floor of No. 127 Wellington street, which is at present unoccupied and empty. The fire, which started among some straw and rubbish left the previous day by the tenant who then left the house after occupying a floor for ten days only, spread up the staircase leading to the first floor. This is occupied by Lam Ying Chee, as a photographic studio, the upper storeys being used as store-rooms and residential quarters by the folks of the shop. The flames consumed the staircase, and spread into the studio which was practically gutted, damage to the extent of \$1,000 being done, which is not covered by insurance. The fixtures from No. 5 Station repaired to the spot and soon subdued the flames, the services of the men from the Central Station, not being required. It is not known how the fire was caused, but as the door of the ground floor was open it is surmised that either a coolie or a beachcomber scurried in for a quiet smoke and rest, and carelessly dropped a lighted match among the straw and debris, and then seeing what he had done, bolted without stopping to give the alarm.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 8th at 12.5 p.m. The barometer has fallen rapidly over NE. Japan, and slightly over S. China. A depression, coming from the continent, is moving Eastward over the N. part of the Sea of Japan, and the high pressure area is lying over the Yellow Sea.

Gradients continue slight on the China coast and fresh NE. winds may be expected in Formosa Channel. Over the N. part of the China Sea gradients are moderate and fresh to strong NE. winds will probably prevail.

Forecast.—Fresh to strong E. winds; cloudy, some rain;

The C. P. R. Co.'s s.s. *Empress of China* left Yokohama p.m., on Friday, the 7th inst. for Victoria and Vancouver.

The Boston S. S. Co.'s s.s. *Ghazee* arrived New York on the 6th inst.

The Boston S. S. Co.'s *Indus* sailed from Singapore to-day, the 8th inst., for Manila.

The O. S. S. Co. & C. M. S. Co.'s s.s. *Machaon* left Singapore p.m. 7th and is due here a.m., 10th inst.

The P. M. S. S. Co.'s s.s. *Siberia* left Manila this morning at 8 a.m., due Hongkong Monday the 10th inst. at 6 a.m.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 1 a.m. to-day and leaves at 10 p.m., on same day for Hongkong where she is due to arrive at 8 a.m., on Tuesday, the 11th inst.

The s.s. *Zigzag* left Manila at 10 o'clock this morning and is due here on or about Monday at 3 p.m.

The Boston S. S. Co.'s s.s. *Ilyra* arrived at Yokohama on 8th.

The Boston S. S. Co.'s *Shawmut* will sail on the 10th from Manila for this port.

The Imperial German Mail s.s. *Preussen* carrying the German Mails with dates from Berlin of the 14th ult., has left Singapore on Friday, at 5 p.m., and may be expected here on 15th inst., a.m.

## TELEGRAMS.

[Reuters.]

## Liberals win Brighton.

LONDON, 6th April.

At the Brighton bye-election, Mr. Villiers, the Liberal candidate, recorded 8,209 votes against Mr. Loder, Conservative, 7,392. The result of the election was received in the House of Commons with the wildest enthusiasm on the part of the opposition. At the conclusion of the sitting, Mr. Lloyd George and others demanded a dissolution, declaring that the election expressed the disgust of the country with the Government. Mr. Balfour's absence from the House was criticised.

## Germany and Morocco.

THE OPEN DOOR.

The German Ambassador in Washington has called on the War Department and left a memorandum stating that Germany stands for the open door in Morocco, as in the Far East, and for the preservation of the *status quo* and the safeguarding of the commercial relations of all nations. France is not mentioned. The memorandum has been communicated to President Roosevelt.

Later. The German Minister in Morocco has been recalled and Dr. Rosen, the negotiator of the recent treaty with Abyssinia, has been appointed as his successor.

Later.

## The Russian Church.

M. Pobiedonostseff, the reactionary Prosecutor of the Holy Synod, having resigned, a Patriarch will be elected Head of the Church. This is the outcome of the new reforming tendencies of the Church.

## The Meeting of the King and President Loubet.

Although the meeting of the King and President Loubet was mooted prior to the Emperor's visit to Tientsin, it is regarded everywhere as an unmistakable re-affirmation of the *entente*, with a special reference to the interposition of Germany in Morocco.

## PEGGING OUT THE NEW TERRITORIES.

## REPORT ON THE LAND COURT.

The operations of the New Territories Land Court, established to deal readily and inexpensively with the holdings claims, from its commencement to the present time, form the subject of a special report printed in the current number of the *Gazette*. Mr. J. R. Wood tells us that the claims collected previously to the institution of the Court in 1899 and 1900 by Messrs. Messer and Kemp were insufficient for any purpose other than a temporary Crown Rent Roll and could not be used. A large part of the New Territories had been surveyed field by field on the 16' scale and it was decided to show on these maps the boundaries of holdings. With the exception of these maps the Land Court had nothing on which to base operations. This affected the efficiency of the work in the early stages, and in February of 1905 a 32' scale was authorised to be employed whenever the Land Court agreed with the survey officer that its adoption was necessary. The 32' scale was also used for a re-survey of New Kowloon, while the 64' scale was employed for a special survey of New Kowloon City.

## DECIDING A CLAIM.

The procedure adopted in fixing a claim was described by Mr. Gompertz in 1901, when he wrote that, "The initial step is to select and mark out the boundaries of a district and a notification from H. E. in the *Gazette* then fixes a date after which no claims in respect of that district will be received by the Court. Notices are published directing claimants to attend the Court where the proper forms are filled in for them by the clerical staff. A demarcation party is sent out and persons are invited to attend and give particulars of ownership pointing out their land, the outlines of which are then put in the cadastral map with an appropriate lot number." The undisputed claims are separated from those which are contested, and Mr. Gompertz pointed out that the latter can be easily picked out, for where the same lot number is found on more than one claim the ownership of the land to which that number relates is obviously contested, while conversely where there is only one claim to a lot, the ownership of that lot is not in dispute. This method has in working justified its adoption, remarks Mr. Wood.

## EXTENT OF THE WORK.

From Mr. Newland's report on the survey work of the New Territory one can easily see the largeness of the task before the Land Court. The total number of demarcation districts is 477, the number of maps prepared on the 16' scale is 85, on the 32' scale 471, while the total number of maps surveyed is 556. On the 16' scale 24,214 lots have been surveyed, and 16,523 on the 32' scale, making a total of 40,737 acres surveyed, while 328,639 holdings have been demarcated. In addition to these figures there are six maps of Old Kowloon (not demarcated) on the 32' scale, and one of Lai Tao coast lines on 32' scale, not demarcated owing to its cultivation. The total number of maps is therefore 563. To Mr. Newland's figures must still be added over 20,000 houses omitted from the 16' scale surveys which were numbered and so dealt with; and also the surveys of large claims in New Kowloon specially made and totalling an area of 2,936 acres.

## EARLY PROGRESS.

The initial staff of the Land Court was too small to grapple speedily with the mass of detailed investigation before it, and in November,

ber of 1901 a second registrar was appointed, while the Chinese staff was, from time to time, substantially increased. At Tai Po Mr. Wood has had as many as 50 clerks at one time and an outdoor staff of 140.

## DIMARCTION.

The time spent on demarcation could not have been appreciably shortened. The regular obstacles are described in Mr. Gompertz's report for 1901, in which he says:

The main obstacles to the quick progress of demarcation are as follows:-

(a.) The Chinese staff of the Land Court has to work hand in hand with Indian surveyors;

and neither party understands the language of the other.

(b.) The holdings are in many cases very small, in some villages they average more than 100 to the acre.

(c.) Holdings near the boundaries of the New Territory often belong to persons resident outside British jurisdiction and the owners occasionally neglect to come forward and furnish particulars of their rights, even after being specially summoned.

(d.) On Chinese holidays and festivals, and during seed time and harvest, information has been less readily forthcoming than at other times.

(e.) In the case of poor pieces of hill cultivation, that have paid no taxes to the Chinese Government, the squatters are reluctant to lay claims that may be made in the basis of taxation later on.

(f.) The divergent interests of local clans and peasant cultivators have given rise to fears on both sides as to the intentions of Government. The demarcation work commenced in June, 1900, and finished in June, 1903.

## JUDICIAL WORK.

The first judicial sitting of the Court was held on 20th February, 1901. By the advice of the Law Committee of the Legislative Council the start was made in New Kowloon, the Full Court—Mr. Pollock and Mr. Gompertz—sitting in the Eastern portion of New Kowloon all the summer of that year. The plan pursued was to first deal exclusively with conflicting claims. The superficial result for the first three years, 1901-3 was thus small in extent compared to the immense mass of undisputed material awaiting consideration. But when Mr. Gompertz resigned, the absence of friendly disputes facilitated the quick settlement arrived at by the three new members.

## GENERAL PROGRESS.

It will have been seen, says Mr. Wood, that it is impossible to give any graphic idea of the judicial results achieved by the Land Court—district by district—until the final year (1904). The Full Court dealt continuously with the valuable property in New Kowloon. In intervals between Full Court sittings, Mr. Gompertz dealt with disputed claims in islands near Hongkong; and on visits of inspection to the office at Tai Po, he gave such decisions as time would allow. How the residue of disputes and the mass of undisputed material were dealt with, has been shewn in the separate reports appended to this paper. Generally, as to the speed of the work of the Land Court it is gratifying to note that while the India survey staff returned to India in May, 1904, the Land Court was able to submit its final report at the close of the same year.

## CROWN RENT ROLLS.

In 1903 the Land Court undertook the preparation of a Crown rent roll, the total amount entered being \$53,630.77. This early Crown rent roll was based on claims laid in the Land Court. At present the Land Court is preparing a permanent Crown rent roll based on draft Crown leases which amounts to over \$90,000.00.

All the records of the Land Court are now transferred to the Land Office, and one phase of the settlement is finally closed. It has been the object throughout of the Court to avoid handing over to the Government as Crown land without a specific recommendation areas on which are settled bona fide occupants whose claims Government would feel itself bound to inquire into at some later date. It is hoped that this object has been attained.

## SPECIAL REPORTS.

Mr. McI. Messer and Mr. C. Clementi furnish special reports on last year's work, the former, who was appointed a member of the Land Court on March 2nd, 1904, undertaking first the hearing and decision of claims to land and water which had not been surveyed and plotted on the cadastral maps (totalling 360), and then the claims to surveyed land in districts extending over the whole of the mainland of the New Territory with the exception of New Kowloon, Tsun Wan and Un Long. Mr. Clementi first concluded the settlement of claims in survey district IV, New Kowloon, a matter of no small difficulty owing to the existence of three discrepant surveys under each of which judgments in respect of a number of claims had already been given by my predecessors in the Land Court. At the end of March, 1904, he left for Lan-tao Island, where there are 72 survey districts, containing in all 37,132 lots, the total area of the holdings being 14,499.37 acres, and besides dealing with this he also determined claims relating to the surrounding islands. From there he went to Aplichau, and proceeded to determine all claims to the islands of Lamna and Po Toi, which comprise eleven survey districts, containing in all 5,833 lots, the total area of the holdings being 188.60 acres. In June he continued his journey in his house boat to Tsun Wan, where he went on with the land settlement on the mainland from New Kowloon westward to the Sanchuan River, and besides dealing with numerous islands decided claims in 67 survey districts on the mainland, containing in all 29,470 lots, the total area of the holdings being 27,180 acres. From Tsun Wan he went to Yau Long, where he dealt with another 36 survey districts on the mainland, containing in all 57,582 lots, the total area of the holdings being 14,193.90 acres. More recently he has been occupied in preparing rent rolls, etc., and it is of interest to note that since his last judgments were delivered, on the 27th September, 1904, no appeal to the Supreme Court has been lodged against any judgment delivered by

## ATHLETIC SPORTS

## AT HAPPY VALLEY.

Very favourable weather prevailing the attendance at the Hongkong Football Ground this afternoon on the occasion of the athletic sports held in connection with the Victoria Recreation Club, was quite up to the average, and some interesting contests were witnessed. During the afternoon by kind permission of Captain Fegen, and Officers, the strong band of H.M.S. *Centurion*, played selections.

Brief results, received up to the hour of going to press, were as follows:-

**LONG JUMP.** (Three tries). First prize presented by Hon. Mr. R. Shawan; second prize presented.

R. F. C. Master ..... 1  
H. Hancock ..... 2  
J. P. Jordan ..... 3

Distance: 19 feet 2 inches.

**PLACE KICK, RUGBY FOOTBALL.** (Three tries). Prize presented.

J. A. F. Bourchier, R.N. ..... 1  
J. Witchell ..... 2

**TO YARDS FLAT RACE.** (Handicap). First prize presented by Mr. J. R. M. Smith; second prize presented.

H. S. M. Harrison, R.N. ..... 1  
J. Witchell ..... 2

Height: 3 feet 1 1/2 inches.

**TEAM RACE, 200 YARDS.** Open to professionals or units (team of 4). Prizes presented.

A. Alpin ..... 1  
Volunteers ..... 2

Time, 1 min 41 3/5 seconds.

**HALF-MILE FLAT RACE.** (scratch). First and second prizes presented by the Taikoo Club.

E. C. Ward, R.N. ..... 1  
H. G. C. Bailey ..... 2

Time, 2 min. 7 sec.

**HOVS RACE, 440 YARDS** (handicap). Open to all boys over 12 and under 16 who are sons or brothers of members of Clubs mentioned in programme. First prize presented by Mr. M. A. da Souza; second prize presented.

A. Remedios ..... 1  
A. Ellis ..... 2

Time, 1 min 54 sec.

**"ONE SUMMER'S DAY."**

**PERFORMANCE IN THE A.D.C.**

"One Summer's Day" is an idyll crowded with episodes, humorous and dramatic. It is not what one would describe as a strong play; it might rather be called a pretty series of incidents, with just that touch of the romantic which affords pleasure even to the most matter-of-fact old stager. The large audience which attended the theatre last night found everything to their liking, and showed their satisfaction in the most unmistakable fashion. To the large body of representatives from the Navy and Army who occupied the back benches, "One Summer's Day" appealed, evidently, with special interest, for they laughed at and applauded every "point" in the play, and, possibly, but this is only a surmise, wept at the emotional parts.

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## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"LAERTES"	8th April.
GLASGOW and LIVERPOOL	"CHINGWO"	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.
GLASGOW and LIVERPOOL	"MOYUNE"	1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	16th May.

S.S. "Laertes" left Singapore at 5 p.m. on the 3rd instant, and may be expected to arrive here about the 8th.

## HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
*GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KALISW"	25th April.
*GENOA, MARSEILLES & L'POOL	"JASON"	9th May.
AMSTERDAM, LONDON & ANTWERP	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
*GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

S.S. "Machalon" left Shanghai p.m. on the 7th inst., and is due here a.m. on the 10th.

Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	20th April.
all PACIFIC COAST PORTS, <i>etc.</i>	"NINGCHOW"	21st May.
For Freight, apply to:		

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th April, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOY, MANILA, CEBU and ILOILO	"KAIFONG"	10th April.
MANILA	"TAMING"	11th "
SHANGHAI	"WOOSUNG"	13th "
CHEFOO and TIENSIN	"KANSU"	20th "
KOBE	"TSINAN"	25th "

The Attention of Passengers is invited to the superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Univalved table. A duly qualified Surgeon is carried.

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking cargo and passengers at through rates for all New Zealand and other Australian ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th April, 1905.



## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 15th April, at 10 A.M.
RUCI	1540	A. H. Nutley	"	SATURDAY, 22nd April, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,  
GENERAL MANAGERS.

Hongkong, 8th April, 1905.

AMERICAN ASIATIC STEAMSHIP  
COMPANY.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With liberty to call at the Malabar Coast.)

PROPOSED SAILINGS.

Steamship "ATHOLL" ..... About 15th May, 1905.  
"NORDPOL" ..... 15th June, "

For Freight and further information, apply to

SHEWAN, TOME'S & CO.,  
General Agents.

Hongkong, 7th April, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,  
FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons.	Captain	To Sail at Daylight on
"NICOMEDIA"	1,370	Wagner	April 14th, 1905.
"NUMANTIA"	1,370	Brehmer	April 20th, "
"ARABIA"	4,181	Bahle	May 1st, "
"ARAGONIA"	5,198	Schuldt	May 30th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## TSIN TING.

LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AQUILAR STREET.

REASONABLE FEES.

Consultation Free  
37, DES VŒUX ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.

Hongkong, 30th July, 1904.

[66] Hongkong, 4th June, 1904 [67]

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

## REDUCTION IN PASSAGE RATES,

From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation, Unrivalled Table, Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904. [18]

## STEAM TO CANTON.

THE New Twin Screw Steel Steamer

Tons Captain

"KWONG CHOW" ... 1,309... J. P. MARTIN.

"KWONG TUNG" ... 1,238... H. W. WALTER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ... \$4

Meals ..... \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905. [17]

## HONGKONG-MAOAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

This Steamer departs from Hongkong on

Week Days, at 8 A.M. and on Sundays

at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin, which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904. [14]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"LAISANG,"

Capt. P. M. Lake, will be despatched as above,

on TUESDAY, the 15th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying active movements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES

## PAMPHLETS.

## CAPS.

## CIRCULARS.

## EXPRESSES

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap.

## THE HONGKONG TELEGRAPH

## OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,  
HONGKONG TELEGRAPH CO., LTD

1, Ice House Road  
HONGKONG.

## Shipping.

## Arrivals.

Australian, Br. s.s., 1,876, W. G. McArthur, 1st April—Kobe and April, Gen.—C. L. & Co.  
Elisabeth Rickmers, Ger. s.s., 997, G. Götsche, 1st April—Bangkok 21st Mar., Rice and Wood.—B. & S.  
Hanoi, Fr. s.s., 730, P. Merlees, 7th April—Haiphong 4th April, and Hoihow 6th, Gen.—A. R. M.  
Claverdon, Br. s.s., 2,085, J. Scott, 7th April—Newport, Mon. 17th Jan., Coals.—Gilman & Co.  
Kwangtze, Ch. s.s., 1,505, R. Lincoln, 8th April—Canton 7th April, Gen.—C. M. S. N. Co.  
Triumph, Ger. s.s., 769, A. Hansen, 8th April—Foochow via Amoy and Swatow 7th April, Gen.—D. L. & Co.

Clearances at the Harbour Office.

*Shun Lee*, for Kongmoon.

*Samson*, for Swatow.

*Hongkong*, for West River.

*Felthorpe*, for Swatow.

*Kuangtze*, for Bangkok.

*San Cheong*, for Canton.

*Charles Hardouin*, for Canton.

*Claverdon*, for Sasebo.

*Chawalit*, for West River.

*Aldrich*, for Yokohama.

*Pak Kong*, for West River.

*Vinglong*, for Canton.

*Glenlochy*, for Amoy.

*Wingchau*, for Macao.

*Hutchinson*, for Amoy.

*Australian*, for Timor.

## Departures.

April 8.

*Nubia*, for Europe.

*Commander*, for Shanghai.

*Glenlochy*, for Amoy.

*Willhead*, for Sydney.

*Rubi*, for Manila.

*Kelvyn*, for Pakhoi.

*Carl Menell*, for Taku.

*Chingtu*, for Australian Ports.

*Kongnau*, for Bangkok.

*Schuykill*, for Singapore.

*Claverdon*, for Japan.

*Eiger*, for Can on.

## Passengers arrived.

Per *Triumph*, from Coast Ports—Messrs. Ogi and Hori, and 16 Chinese.

Per *Hutchinson*, from Coast Ports—Rev. and Mrs. Peet and 2 children, Mr. and Mrs. Olli, Meini, F. A. Marshall, S. Anna, S. B. Salati, J. G. Jones, and 159 Chinese.

## Passengers departed.

Per *Loonpong*, for Manila—Messrs. M. St. Gor, E. Uralla, Mr. and Mrs. Lacey, Lady Lawton, Messrs. Au Yen, Po Seng Lo, Cheong Meng, Chu Hi, Chu Wing, Cug Tin, Gyc, Cug Se, Chy, Li Yi Ki, Yap Chu Keng, Poa Tui Hi, and Ko Iun Suon.

Per *Willhead*, from Hongkong for Friedrich Wilhelmshafen—Mr. E. Winkelmann, and 8 Chinese. For Herberthöhe—Mr. and Mrs. K. Müller, Messrs. Wong, Ngai Tong, and Leo Hing. For Sydney—Mr. I. H. Adams, Mrs. M. H. Adams, Messrs. Kee, Jon Yee, Ah Pong, and Ah Sing. For Melbourne—Messrs. Chong Shing, Ah Wing and Ah Why.

Per *Aubria*, from Hongkong for Colombo—Mr. and Mrs. James S. Robinson, and Miss Robinson. For Bombay—Miss Mody, Fox London—Lance-Sergis. Bouler, Appleton, Floyd-Hedge, Wilson, Baker, Moore, Police-Constable Jackson, Mrs. R. Stewart and 2 children, Mr. and Mrs. Thos. Bland and family, Mrs. M. Cubbin, and Mrs. Cubbin, Mr. N. H. Mody, and Mrs. F. R. Johnson and child. From Shanghai for Colombo—Mr. and Mrs. E. P. Hudson and family. For Port Said—Mr. Buratchkovski. For Brindisi—Mr. W. H. Marks. For Marseilles—Mr. H. L. Narcock, R. G. Buchan, Mrs. A. Brown, Mr. and Mrs. A. B. Wise, Miss Cotto, Messrs. L. S. Webb, T. Lemon, Jamieson and Dufour. For London—Mrs. T. Kay, Mrs. J. Murray, Messrs. S. Lewis, F. N. Stewart, Mrs. Newcombe and child, Mr. and Mrs. H. Wade and family, Mr. and Mrs. Andean and family, Capt. Lushier, Mr. Jamieson, Mrs. Bourne and family, Miss Bridges, and Mr. A. M. Marhall. From Yokohama—Mr. H. Wallace.

## Shipping Report.

Sir *Triumph* from Foochow—Strong N.E. wind.

Sir *Hutchinson* from Foochow—Moderate N.E. Breeze, and fine hazy weather throughout.

Sir *Australian* from Kobe—There to Moji strong NE wind, and heavy rain, thence to arrival moderate N.E. winds, and fine, hazy weather.

## Vessels in Port.

## STEAMERS.

Andree Rickmers, Ger. s.s., 1,020, H. Köhn, 1st April—Bangkok 29th April, Rice and Wood.—M. & Co.

Arion Apçar, Br. s.s., 2,931, E. Fey, 9th Feb.—Calcutta via Penang and Singapore 3rd Feb., Gen.—D. S. & Co., Ltd.

Audenarden, Br. s.s., 2,256, Crowder, 30th Mar.—Kuchinozou 23rd Mar., Coal.—M. B. K.

Bourbon, Fr. s.s., 997, Sirco, 4th April—Saigon 1st April, Vice—Man Fat.

Capri, Ital. s.s., 2,717, G. Beliso, 6th April—Singapore 30 Mar., Gen.—C. & Co.

Dagay, Nor. s.s., 889, Oterhammen, 2nd April—Penang 9th Feb., Coal—Aagaard & Thorson Co.

Fritiof, Nor. s.s., 891, H. A. Haraldsen, 5th April—Tamsui via Amoy and Swatow 4th April, Gen.—O. S. K.

Germania, Ger. s.s., 1,000, H. Flügel, 26th Mar.—Sydney via Marshall and Mariannes Island 9th Feb., Gen.—S. & Co.

Giang Bee, Br. s.s., 1,199, J. G. Follett, 4th April—Kobe 31st Mar., Gen.—C. & Co.

Kafong, Br. s.s., 2,100, E. Finlayson, 7th April—Cebu and Ilolo 3rd April, Gen.—B. & S.

King Robert, Br. s.s., 2,516, R. M. Saunders, 2nd April—Kuchinozou 26th Mar., Coal.—M. B. K.

Kohlchang, Ger. s.s., 1,206, C. Gosewisch, 3rd April—Swatow 2nd April, Gen.—B. & S.

Laisang, Br. s.s., 3,460, P. M. B. Lake, 3rd April—Calcutta 18th Mar., Penang, and Singapore 28th Mar., Gen.—J. M. & Co.

Lennox, Br. s.s., 2,361, F. McNair, 4th April—Karatsu (Japan) 31st Mar., Coal.—D. & Co., Ltd.

Lisa, Swed. s.s., 908, H. Hornsdahl, 6th April—Canton 5th April, Gen.—W. & Co.

Loy, Ger. s.s., 1,182, L. Lorenzen, 6th April—Sourabaya via Lubuan 21st Mar., Sugar and Gen.—S. W. & Co.

Matiha, Nor. s.s., 2,230, H. Taarvig, 5th April—Karatu (Japan) 30th Mar., Coal.—M. B. K.

## Estimates given for all classes of work on application to

THE MANAGER,  
HONGKONG TELEGRAPH CO., LTD

1, Ice House Road  
HONGKONG.

## Visitors at the Hotels.

## HONGKONG.

Baku, G. P. Kirby-Smith, Mrs. R.

Bennet, F. M. and infant

Bingham, Mrs. & Mrs. Lewis, A. R.

T. E. and child

Lombard, J.

Ruth, Nor. s.s., 2,219, Thör, Melliesen, 1st April—Portland, Or. via Japan Ports and Moji 1st April, Gen.—F. & A. S. S. Co.

Pitamukol, Ger. s.s., 1,262, C. Fuchs, 5th April—Bangkok 29th Mar., Rice and Timber.—B. & S.

Ruth, Nor. s.s., 2,219, Thör, Melliesen, 1st April—Moji 26th Mar., Coal.—M. B. K.

Samten, Ger. s.s., 992, F. Richwaldt, 31st Mar.—Bangkok and Kohsichang 24th Mar., Rice—M. & Co.

Blair, D. K.

Blair, D. K.

Boggs, Mr. and Mrs. McLean, T. P.

and infant

Miller, Miss

Bonner, E. A.

Miller, P. L.

Bornard, M.

Moll, R.M., Mrs. R. M.

Bornwick, Mrs. R. W.

Fitzwilliams, Capt. W.

Broughall, L.

North, Capt. R. W.

Clark, Hon. Dr. Francis

Claire, Capt. T.

Field, Mrs. A. E.

Fisher, H. G.

Fox, Dr. H. E.

Frawis, Master

Gavin, D.

Glover, C.

Goldie, H. E.

Grat, A. W.

Gray, H. C.

Hall, Capt. T.

Print. Heinrich,

Japan 13

Glenlochy, Singapore 13

Mongolia 13

Singapore 13

Emp. of India 13

Per Triumph, 13

Per Willhead, 13

**MESSAGERIES  
MARITIMES**  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ALEX. EGYPT,  
MARSEILLES LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain Chevallier will be despatched from MARSEILLES on TUESDAY, the 18th April, at 1 p.m.

Passenger tickets and through bills of Lading issued for above port.

Cargo also booked for principal places in Europe.

No sailing will be delayed.

S.S. ARMAND REBIC ... 2nd May.

S.S. DUCHERA ... 16th May.

S.S. ERNEST STIERS ... 21st May.

G. DE CHAMPEAUX,  
Agent  
Hongkong, 6th April, 1905.



SAINT LAURENT COMPANY  
STEAM FOR

TRAFALGAR, CEYLON, CHINA, INDIA  
ALEX., EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERICAN  
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, or Mr. H. Mayette's  
order, will be despatched from this for  
BOMBAY, on SATURDAY, the 22nd April, at noon, taking passengers  
carried for the above ports in connection with  
the Company's S.S. "Moldavia," 9,500 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-

long.  
Silk and Valuables, all cargo for France  
and Tea for London under arrangement will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. "Mac-  
donald," due in London on the 4th June.

Parcels will be received at this Office until 4  
p.m. the day previous to the contents and  
value of all packages are required.

For further particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.

Hongkong, 6th April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,

VIA  
MOJI, KORE, AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Shamrock ... 9,600 E. V. Roberts (At April 1)  
Tremont ... 9,600 T. W. Garlick (At April 1)  
Lyra ... 4,417 G. V. Williams (May 15)

Cargo only  
FOR MANILA

The largest, steadiest, and most comfortable  
steamer for Manila.

Tremont ... 9,600 T. W. Garlick (At April 1)  
Lyra ... 4,417 G. V. Williams (May 15)

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamrock* and *Tremont*  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

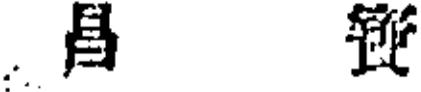
Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,

Hongkong, 7th April, 1905.

BOO CHEONG,



STATIONER AND PAPER MERCHANT,  
No. 20, Pottinger Street.

Has always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic Cyclotype  
and Ellams Duplicator.

Hongkong, 23rd February, 1905.

**Sale.**

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

\$4.50 per sack 375 lbs. net ex Factory.  
\$2.70 per bag 250 lbs. net ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid  
and any other chemicals.

PRICE \$10.50 per case of 48 bottles (4 pints)  
or 6 dozen pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSON & CO.,  
Hongkong, 1st January, 1905. [50]

FOR SALE.

INCANDESCENT  
GASOLINE  
LAMPS  
OF ALL DESCRIPTIONS,  
from the best makers.

INCANDESCENT  
MANTLES  
CHIMNEYS,  
GLOBES  
SHADES, &c.,  
for

GASOLINE AND GAS  
LAMPS  
at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.

Naphtha of the best  
kind kept in stock.

TAT KWONG CO.,  
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905. [54]

TSANG FOO & CO.,  
COAL MERCHANTS AND STEVEDORES,  
48, DES VIEUX ROAD.

SHIPS Coal'd from alongside at the shortest  
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61]

To Let.

TO LET.

SIX FIRST-CLASS EUROPEAN  
HOUSES in Observatory Road, Tsim  
Tsa Tsui, Kowloon. Each with five spacious  
well-ventilated living rooms, two bath rooms,  
kitchen, garden, tennis courts, servants' quarters,  
water, gas, electric lights and bells.  
Moderate Rental. Possession on or about  
1st April, 1905.

Apply to:—

ARRATOON V. APCAR & CO.,  
45, Wyndham Street.

Hongkong, 6th January, 1905. [306]

TO LET.

A BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.

No. 1, RUON TERRACE.

FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CONNAUGHT  
ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to:—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

TO LET.

NO. 1, STEWART TERRACE,  
THE PEAK.

Apply to:—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 16th March, 1905. [70]

FURNITURE WAREHOUSE.

LI KWONG LOONG,  
李廣隆

CABINET-MAKER AND ART DECORATOR,  
from Shanghai, has opened a  
FURNITURE STORE

at

No. 45, DES VIEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Has been patronised by the Hongkong Club,  
Hongkong Hotel, Messrs. A. S. Watson & Co.,  
Ltd., Joint Telegraphs Cos., and other leading  
Establishments in the Colony, to whom refer-  
ence may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.

Messrs. A. S. Watson & Co., Ltd. write as  
follows:—

"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satisfac-  
tion."

(S.D.) A. S. WATSON & CO., LTD.

ORDERS punctually attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [60]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POSTS. Corrected to noon; later editions given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	LAST WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$750,000	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/1/91/6=\$25.40 for second half-year 1904	1 1/2 %	(\$775 ..
National Bank of China, Limited	99,925	\$7	\$7	{ \$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London £80. \$36 buyers
MARINE INSURANCES.								
Union Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 81,739	\$150,494	\$17 for 1903	6 1/2 %	\$85 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$50,000 \$15,000 \$362,666 \$371,445	Nil.	\$4 for year ended 30.6.1904	7 1/2 %	\$88
South China Insurance Company, Limited	10,000	\$15	\$5	{ \$1,000,000 Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$173,719 \$83,111 \$84,677	\$2,078,697	\$35 for 1903	5 %	\$70 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$215,675	\$486,284	\$12 for 1902	7 %	\$7 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000	\$360,372	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000	\$360,372	\$34 for 1903	11 %	\$207
SHIPPING, TUG AND CABOIN BOATS.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	{ \$5,000 \$15,000	\$8,832	\$1 for 1904	5 %	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$5,000 \$25,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales</